

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXV. No. 21.
WEEKLY.

BALTIMORE, JUNE 16, 1899.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE
Manufacturers' Record Publishing Co.
RICHARD H. EDMONDS, President.
OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

RICHARD H. EDMONDS,
Editor and General Manager.

THOMAS P. GRASY,
General Staff Correspondent.

SUBSCRIPTION, - - - \$4.00 a Year.
TO FOREIGN COUNTRIES, - - 26s. 6d. a Year.

BALTIMORE, JUNE 16, 1899.

After a visit to New Orleans, Dr. W. F. Blunt, health officer of Texas, has practically raised the quarantine which he established for the State of Texas against New Orleans upon the announcement of a case of yellow fever in that city. The case in New Orleans seems to have excited no apprehension except that arising from the action of the Texan. It is hoped that this fact is a promise that the South is to escape hereafter the enormous losses and the inconveniences of a panic about yellow fever which have harassed it in recent years, and that health officers may in future see fit to visit a suspected locality before quarantining against it and creating circumstances which may be far-reaching in their disastrous effects.

Mr. A. J. Cassatt, who has been elected president of the Pennsylvania Railroad Co., has announced that there will be no change in the policy which the corporation has followed for half a century. A marked feature of that policy has been the selection, as executives of the road, of individuals who are not only men of affairs and acquainted with the financing of great undertakings, but also practical railroad men who have had experience in the many departments of the road. The selection of Mr. Cassatt was in line with that policy, and he is qualified to continue to direct the affairs of the corporation in such a way as may best subserve the interests not only of the security-holders, but also of the patrons of the road and the communities through which it and its many branches pass.

In a recent interview at New Orleans General Manager Harahan of the Illinois Central Railroad said that good progress had been made upon the Omaha branch of the road, and that by another season the packing-house products of that section would be coming to New Orleans, and indicated that work would soon begin upon the sheds and warehouses necessary to handle them. The road is also expecting a splendid grain business next season and will be better equipped to handle it. The importance which New Orleans has attained in recent years as an exporter of grain has depended largely upon the aggressiveness of the Illinois Central Railroad. To this is now without doubt to be added an expan-

sion in the outward-bound movements of packing-house products, and again the city will have the railroad to thank.

For Textile Training.

Public sentiment in the South is strong for increased facilities for the training of persons who are to aid in the development of the textile industry of that section. The Georgia Federation of Women's Clubs has already become so impressed with the possible benefits of the department recently added to the State Technological School that it will petition the legislature to admit girls to the institution. The steady enlarging of the operations of cotton mills already established and the building of new ones is causing people to consider more seriously than ever the question of efficient operatives, to say nothing of industrial leaders. The Spartanburg (S. C.) Free Lance, for instance, reviewing the past year in that community, which has been successful, not only financially, but in the maintenance of the kindest feelings between companies and their employees, believes that unless operatives from other sections are brought in, the new mills and extensions will have to draft on the old establishments for their operatives.

On the other hand, the Philadelphia Manufacturer, which takes a most optimistic view of textile conditions in the South, says:

A cheap and effective class of labor for employment in the Southern mills has been assembled, and it is getting more expert all the time. The Northern manufacturer who declares that the South is not able to produce fine goods, but only sheetings and coarser fabrics, is having his mind disabused of this idea continually. If he says too much about it he is likely to have samples of yarn or cloth forwarded to him in the next mail by some enterprising Southern manufacturer. He, in short, is learning to be very careful with respect to what he says on this point. If he is well advised, he is forced to conclude that there are conditions at hand today in the South which peculiarly fit that section for competition with the North and with the world in the manufacture of nearly all lines of cotton goods. Going to scoff, he returns to praise. There is plenty of electric-power which the economist did not take account of a few years ago when he said that such and such a country never could attain eminence for its manufactures, since it must go abroad for its fuel. Coal is being gradually eliminated. Counting the negro out altogether, there is no lack of white labor, which is not only cheap, but, at the same time, tractable and adaptable. There is, of course, location near the fields, which saves transportation of the staple to a distant mill. When the shipment is at last made it is in the more compact form of a piece of cloth. For a part of the year, at any rate, the bale may even be dispensed with, and the cotton may be taken direct from the gin. Capital is sure to flow into this or any other industry as soon as it can be shown to be profitable, which is to say when a product for which there is a demand can be made well at a low cost. This is all that is required to sell cotton goods or anything else that men value and set a price on. When such conditions are at hand—what is responsible for them in each individual case is another matter—the whole world is your market.

The two views are not necessarily inharmonious, as one refers to practical

conditions in one locality, while the other deals with the subject generally. However, the wise Southerners see that full success in taking advantage of the world's market can only come through diversification of products. There is Mr. D. A. Tompkins, for instance, than whom none is better able to discuss the subject philosophically from the standpoint of practical experience. He believes that Southern mills are making too much of the same kind of goods because they know how to do it, but he wants the coming generation to relieve the older from competition with it. He said recently:

I want the next generation to be educated to let up on me. I know how to make the plainer goods—it is the business of the younger men to find out how to make the better goods. It is your and my business to provide educational systems by which they can make these better goods. The price of these plainer goods is about three times the price of raw cotton. The price of the goods we make today in the South is about eighteen cents a pound on an average, whereas the average price of raw cotton is about six cents. In a town not 100 miles from here not over two weeks ago I weighed some very ordinary dress goods that were being purchased by the ladies of that community. It ran up about sixty-four cents a pound that these people were paying for dress goods, and it is possible that cotton that their parents sold for five cents per pound went to make up these goods. Now, we want the next generation to provide these goods, and we want the coarser goods left for this generation. I am an advocate of textile education, to have the younger generation instructed in the arts that we have had to pick up.

And so the matter comes back at last to textile education, to the necessity for the young men, and even the young women of the South, to be thoroughly equipped for a cotton-mill career, upon which so much of the South's welfare is dependent.

Break-Up of China.

The volume, "The Break-Up of China," just published in England and this country by the Harpers, is of particularly timely value, as bearing upon the larger problems for this country which have recently been pressed to the front. Last midsummer Rear-Admiral Lord Charles Beresford made a visit to China, at the request of the Associated Chambers of Commerce of Great Britain, to study and report upon the protection of British trade in that country. Lord Beresford spent three months in China, and returned home by way of Japan and the United States, seeking every occasion to obtain the opinions of American commercial bodies on the subject agitating the British traders. The result of his investigations are embodied in an elaborate volume of nearly 500 pages. Lord Beresford had the opportunity to inspect practically the whole military force of China; he visited every fort, every arsenal with one exception, and all the naval and military schools and the ships of both the Chinese fleets; he met six of the eight viceroys of the great provinces, and wherever there was a British chamber of commerce held meetings and obtained the opin-

ions of the members and received a number of resolutions. In separate chapters are discussed conditions of trade and matters bearing upon it in the different localities visited by Lord Beresford, and the concluding chapters deal broadly with Chinese armies and navies, forts and arsenals, railways, waterways, the British consul in China, finance and currency, trade treatise and tariffs, Japan, the United States and general observations. Lord Beresford's conclusion is that the question for the future is, "Are the great trading nations of the world going to allow the powers to seek only territorial aggrandizement to blockade the wealth of China and shut the open door in their faces?" He expresses the belief that the maintenance of the Chinese Empire is essential to the honor as well as the interests of the Anglo-Saxon race, and that unless a definite settlement of the problem in the far East is thought out and brought into effect war is certain, and the whole civilized world may be compelled to share in the conflict. He has endeavored to set forth in his report conditions whereby war alone may, in his judgment, be avoided, and also by which the commercial interests of the Anglo-Saxon race may be maintained.

Aside from his conclusions, the volume is most valuable because of the succinct facts covering a vast variety of subjects which it contains.

In Warfare of Trade.

In the midst of the chorus of Anglo-Americanism which has been vigorously sounded for months an occasional discordant note rises. It comes from the heart of the Anglo segment of the chorus, and is so pronounced that it cannot fail to attract attention. Its latest utterance is in the form of an editorial in the Iron and Coal Trades Review of London. That paper has recently played the part of a watchman upon the walls of commercial England, and now seems to believe that it is high time to keep a closer watch than ever upon developments of international trade. It says:

George Washington, in a letter to his mother after his first battle, declared, "I heard the bullets whistle, and, believe me, there is something charming in the sound." For some time past we have been hearing the American bullets whistle in another war—the war of giants for the markets of the world and the contest of the two great branches of the Anglo-Saxon race for the markets of Great Britain. In this contest the American braves have lately been scoring with considerable vigor, and they threaten to do more in the same direction in the future. The products in which we are chiefly interested are coal, steel rails, plates and wire—these being the staple of the American exports up to the present time other than petroleum, machinery and agricultural products.

The London journal still views with equanimity the growth of America's coal exports, but regards as much more alarming to the British manufacturer the progress made by the United States as an exporter of finished iron and steel. The most alarming feature of

this progress is "the absolute control which the manufacturers of the United States appear to be getting over the Canadian market," inasmuch as a larger tonnage of rails were shipped in 1898 to Canada from the United States than from Great Britain. It adds:

Japan is another country in which the American steel manufacturer has been making a very marked impression, and so, also, to a less extent, with Mexico, China and South America. There appears to be an impression that the rail manufacturers of the United States have made great encroachments on the European markets, but this is not the case, the total volume of the American rail exports to Europe in 1898 having been no more than 31,916 tons, which, however, is a decided gain on the 4626 tons sent to Europe in the previous year. It is hardly necessary to add that much of the business captured by the Americans in 1898 fell to their lot because of the disinclination of British manufacturers to follow them in quoting prices that left little or no profit. * * * The rail exports of the United States for the first three months of 1899 have largely exceeded those of last year and represent about 776,000 tons a year. The exports of structural steel have been at the rate of 128,000 tons, of pig at the rate of 976,000 tons, of billets, etc., at the rate of 140,000 tons, and of wire, plates, bars, rods, etc., at the rate of 600,000 tons. The total American exports of iron and steel for the first three months of the current year have been at the rate of about 2,620,000 tons a year, which is largely in excess of the actual exports of all European countries except our own, and is coming much too near to our own level to be pleasant.

The alarm expressed by the Iron and Coal Trades Review is likely to be increased by the figures of the Treasury bureau of statistics, detailing with special reference to British America the exports during the ten months ended in April, 1899. These show that in spite of legislation designed two years ago to give special advantages to Great Britain in imports to Canada, nearly all articles exported from the United States to Canada have steadily increased. Some of these increases, comparing like periods in 1898 and 1899, are striking. The value of exports of agricultural implements has increased from \$542,364 to \$1,008,076, of corn from \$4,803,661 to \$5,284,528, of wheat flour from \$1,898,805 to \$3,118,969, of cars from \$142,523 to \$200,587, of typewriters from \$198,993 to \$294,579, of lard from \$181,739 to \$369,882, of seeds from \$467,595 to \$1,359,992, of lumber from \$819,326 to \$1,062,424, of builders' hardware from \$581,345 to \$730,539, and of manufactures of leather from \$234,446 to \$338,216. The total value of exports from the United States to British America during the ten months amounted to \$73,052,819, against \$66,330,872 during the corresponding period last year.

These figures indicate that the United States are encroaching upon distinctively British markets in more ways than one or two. They will doubtless produce another note of warning from the watchman on the walls, which should induce Americans to inquire more closely than ever into the purposes of the Anglo-American chorus.

M. Mindin & D. Wengerow of Moscow, writing to the Manufacturers' Record under date of May 25, say:

"We take the liberty of requesting you to please give us addresses of manufacturers who make paper bags for flour and raw sugar which could bear a weight of five poovs (Russian)—eighty kilograms."

The output in the Joplin (Mo.) district during the week ending June 10 amounted to 10,615,070 pounds of zinc and 989,130 pounds of lead, valued in all at \$241,867.

PRICES PROMPTLY ACCEPTED.

Increased Demand for Iron in the Birmingham Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., June 13.

The demand the past week for iron showed a considerable increase over that of the preceding week and the price was better. The demand from buyers of round lots was for delivery during the first half of 1899. Small buyers are keeping close to shore and not venturing on deliveries beyond the current quarter. As the sellers for spot and nearby deliveries are very scarce the difficulty in providing for unanticipated current wants is very great. It is a fact that attracts attention from observing men that the buyers for long deliveries are from the ranks of those in the iron world who, from their position, ought to have the best information concerning the prospects of the market and the conditions surrounding it. There is no haggling over values. Prices are promptly accepted—much more so than when they were lower. Some grades are so scarce that they are said to be practically exhausted.

To show that the Northern markets are beset for forward deliveries as well as our market your correspondent was informed by a member of an important furnace interest in Eastern Ohio that his firm had an offer from a large consumer in Pennsylvania to take all their output of Bessemer pig for first half of 1900 at fifty cents above current values, and it was declined. The output for that time is estimated at 50,000 tons. Quotations now are for gray forge, \$12.50; No. 3 foundry, \$13; No. 2 foundry, \$13.50, and No. 1 foundry, \$14. No. 4 forge, when it can be had, is about \$12.50, and the softs are quotable at price of Nos. 1 and 2 foundry. It is hard to say what grades are most in demand for spot delivery, but for long delivery gray forge and basic iron lead in the demand so far. Early in the week the first break was for a 10,000-ton lot of basic at \$13 and one lot of 5000 gray forge at \$12. This was followed by sale of other round lots until the aggregate of the sales was about 40,000 tons. This was all placed by one firm. Another firm withdrew from market early in the week and instructed agents to submit only special orders.

Some export business is being done, as one firm is now shipping 10,000 tons to Rotterdam and another is loading 3000 tons for Great Britain. At the advanced prices cables are coming asking for prices, and if sellers were in position to care for this business by meeting deliveries it would be an important feature of the trade. As it is, some foreign orders have been registered for long deliveries. Stocks are in the same relative position as heretofore chronicled.

The steel plant is being rapidly pushed to completion, and those who have contracts are being urged to complete them as rapidly as possible. The bar, rod and wire-nail mills are also pushing erection to the limit, and each is trying to be ready before the other. September is now set as the time when steelmaking will begin.

During the past week two new enterprises have materialized, one being a new opera-house, the other a new cottonseed-oil mill. The opera-house will be built according to the latest plans and have a seating capacity of 2000. Its cost is estimated at \$50,000. The work will begin on July 1. The oil mill will be built by Opelika and Atlanta parties. The site is paid for, the deed made, contract closed for water and bids for engines and boilers asked. The estimated cost is from \$40,000 to \$50,000.

A member of a large iron firm in East-

ern Ohio is now here to consider the prospects of success from the establishing of large foundry and machine shops—shops capable of turning out blowing engines and such difficult and delicate work as is turned out by such firms as the Allis Company of Milwaukee. They have ample capital to put on a safe financial basis any enterprise they would father and they ask no aid. All they desire is to convince themselves of a profit in it.

The American Radiator Co. of Chicago has had a representative here for awhile back looking about, and it has come to the conclusion that a branch of its business established here would be a desirable thing if the railroads would grant it an acceptable freight classification on its output. The railroads have never yet failed to do their share to advance the interests of Birmingham, and we may dismiss that as a favorably-closed question.

A good deal of interest is being manifested in brown-ore lands, and Birmingham parties have been examining some large areas in the Anniston district. The Tecumseh interests shipped 500 cars here in May, and parties around Jenifer have entered into a contract with Birmingham parties to supply 300 tons per day. The Birmingham owner of the Russellville ore fields is sparing neither pains nor money to obtain large results from that field. The Bay State furnace at Fort Payne has been sold to parties who will operate it soon as possible. The Woodstock furnace is probably now in possession of lessees, as they were to sign the papers in New York today. The Talladega furnace will fall into hands that will start the wheels to moving inside of ninety days.

We certainly have nothing to complain of, but much to be thankful for. The Messrs. Fulton have purchased and will soon install a complete pneumatic outfit for use in boilermaking. Not too rapidly, but surely are we forging ahead and holding all the ground we gain.

J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]

Philadelphia, Pa., June 14.

Supplementary to recent reports it may be stated that increasing difficulty is experienced in securing pig iron for summer delivery, and there is greater unwillingness manifested by producers in entering into arrangements for still later delivery. Regarding the probable effect of the increased output of in-blowing furnaces, there is a difference of opinion expressed in high circles today. No. 1 X foundry sold today at \$18.50; No. 2 X foundry, \$17.50, and forge iron at \$16.25 for late summer delivery. The situation is more unsettled than on Monday. Billets are nominally \$33, and very little selling. Bar iron is higher, especially tested and special steel bars used in electrical channels. Refined is strong at 1.75.

The skelp mills are accepting business with the understanding that they will make the best possible delivery.

Sheet iron, especially galvanized, sold in large lots yesterday, and store stocks are lower today than they have been for a long time.

Merchant steel is advancing this week under the pressure of strong Western consumers, and today's orders show that buyers are determined to have material regardless of prices.

The condition of business at the plate mills is as frequently described. Boiler-plate buyers in many cases are obliged to disappoint customers. Two ships are soon to be placed at the Cramp Ship-yards.

Structural material is selling fast at the advance. Steel rails are quiet this week at \$25 to \$28.

Old rails are dull at \$18.50. Scrap of all kinds is selling as fast as it can be found.

RICH IN IRON ORE.

Developing Properties in Johnson County, Tennessee.

[Special Cor. Manufacturers' Record.]

Bristol, Tenn.-Va., June 12.

The Virginia Iron, Coal & Coke Co., which recently purchased the Doe Mountain and Doe Valley iron properties in Johnson county, Tennessee, has been having the same developed. The result has so far proven satisfactory in the extreme. For instance, in several places along the several ledges of the sides of Doe mountain it has blasted off twenty or more tons per blast of iron ore and placed or stacked the same ready for shipment at fifteen cents per ton.

Several thousand tons have been mined and stocked. These several bunches or ledges seem to be parts of the numerous spurs which follow the different leads of Iron mountain, which is in close proximity. The quality of these ores varies from 45 to 50 per cent. of iron. So well pleased is the company that a corps of engineers is now surveying the route of a railroad up the Watauga river valley to Doe mountain, a distance of twenty-five miles from Elizabethton, Tenn.

In 1890 Maj. A. D. Reynolds, who was a large subscriber to the old Bristol & Elizabethton Railroad, closed contracts with Mr. L. L. McQueen for several thousand acres of mineral lands in Carter and Johnson counties, Tennessee. These include the Thos. Gouge property, only eight or ten miles from Elizabethton, upon which has been discovered lately a lead sixty-five feet broad, 1200 feet long (as far as yet gone) and fifteen feet deep of manganese. Old openings traced back to 1858 show leads to the depth of eighty-five feet. An analysis recently made shows 49½ per cent. of manganese.

The Reynolds Fertilizer Co. of Bristol has added machinery, and is now making phosphate as well as bone fertilizers.

The trustees of Suthers Female College at Bristol have begun the erection of a \$25,000 pressed-brick and cut-stone central building.

GETTING AT RAW MATERIAL.

Developing Ore Deposits in Western North Carolina.

Editor Manufacturers' Record:

I cannot help but feel a deep sense of satisfaction over the substantial improvement in the outlook for extensive mining enterprises in this particular section of Western North Carolina.

Primarily the condition of the iron and steel industries are responsible for this; at the same time individual efforts, which have received not a little assistance from your columns, are in the main the lever by which active work has been commenced. The advent of the Watts Steel and Iron Syndicate in this field for the purpose of mining and shipping iron ore is by far the most momentous event, the far-reaching effects of which can hardly be realized by the most sanguine.

The property under lease by this company is directly on the Southern Railway, and affords a grand opportunity for a large tonnage per day. Thirty men are at present employed cross-cutting the several ore bodies and grading 400 feet of side-track at No. 2 vein. It is expected to have the rails laid by the 20th of this month, when active loading will be commenced, at which point about seventy-five tons per day can be secured.

The extension of the siding some 1800 feet to veins 3, 4, 6 and 7 will enable the company to ship 300 to 400 tons per day, most of which will come from No. 4, east end, and be mined above the track level. Ore can so be secured for a two years' output; in the meantime a system of underground work can be developed, the extent of which will be limited only by man's ability to follow it in depth.

No. 1 vein will not be opened at present, but is a high-grade ore along the contact of a sandstone footwall and marble hanging. This distinction of walls is but relative, as the vein stands at 90°. As the formation is crossed at right angles, S. 20° E., the dip diminishes, No. 2 being about 80° S. E., and No. 7 lying at an angle close to 45° S. E.

While these ores have been classed as brown hematites, it is observed that portions of the veins, as, for instance, six feet next the hanging of No. 2 and twelve to fourteen feet in the same position in No. 4, are regular hematites, and are broken fresh from below the surface, shows a tendency to be less hydrated and nearer a true hematite in depth.

The quartzite so typical of the Marquette ore formation in Northern Michigan is strongly represented here, and most persistent in its strike and dip. It is between veins 5 and 6, and dips at 60° to 65° S. E. Veins 4 and 5 are below this at a distance of not more than 150 feet, so that it is reasonable to expect that they will increase in thickness as greater depth is attained.

The work so far done assumes a sufficient thickness on Nos. 2, 4, 6 and 7 to make it economical to mine them considerably below the water level.

L. Murphy, N. C.

The Price of Iron.

J. A. Fay & Egan Co., Cincinnati, Ohio, writing to the Manufacturers' Record regarding the iron market, say:

"For the past six or seven years we have cut our cloth extremely scant. Wages especially have been low; it has enabled us to live and yet sell our products in the cheapest markets of the world. It was our low prices, combined with our ingenious and well-built machinery, that gave us the markets of the world. The home market was no good, and the buying done in the domestic market was very light. We have had our seven years of depression, and now are on the up grade.

"The advance of prices in the domestic market will curtail our foreign trade, but the home market will be stimulated by the scarcity of stock and the need of replenishing the worn-out equipments that have been allowed to stand during hard times. For the next four or five years the outlook is for the best trade ever seen in the United States, and the American manufacturer will reap the harvest if he is prepared to take advantage of it.

"The large impetus given our foreign trade by our colonial-expansion policy will help our prosperity and add to our national wealth and will pay the money cost of the late Spanish war ten times over in an indirect way.

"The trouble now is we are inclined to raise prices too high, and if we do it will kill the goose that lays the golden egg of export, as, if wages in America get too high, we will be undersold by Europe."

It is stated that the Empire Lumber Co. of Buffalo, N. Y., has closed a contract for 20,000 acres of land near Camden, Ark. The company will erect two or three mills on the property. The timber, which is principally oak, will be turned out into quarter-sawn lumber ready for furniture and cabinetmaking.

Of Benefit to Farmers and Ginners.

Keo, Ark., June 7.

Editor Manufacturers' Record:

Some time ago you requested us to give you our opinion of the American Cotton Co.'s cylindrical press. At that time we were unable to give our views correctly, owing to the short time we had operated the press. Now that the ginning season has closed, we can unquestionably say that the press is a success in every particular, not only from a ginner's standpoint, but as practical farmers. The results from sale of our cotton have been eminently satisfactory and much beyond what we had anticipated. The advantages to planter and operator are so many that it would take up too much space to enumerate them. It is sufficient to say that no one who has baled their cotton on this press would now or hereafter patronize any other. And why should they? Their ginning charges are less than the square-press people charge, and they receive from one-quarter to one-half cent per pound more than they could get in the square bale. There is no question about the round bale being here to stay, and we would advise the ginmen, especially those who are near a railroad, to get in the swim at once and exemplify the old adage of the early bird getting the worm. They will not only benefit themselves, but their friends, the farmers, will get the cream that the middlemen, the commission merchants, have been enjoying and getting rich upon. In conclusion, to condense the advantages, will say that the bale is fireproof, waterproof, dust-proof, and proof that it is a labor-saving and money-making bale to the farmer.

MORRIS & MOREN.

The Philadelphia Bourse.

The eighth annual report of the Philadelphia Bourse shows that receipts during the year amounted to \$186,604.81, and the disbursements \$179,365.54. Some of the advantages of the Bourse are set forth in the following facts: There are now in the commercial library 3503 books and pamphlets and 127 maps and atlases; in the newspaper gallery 157 daily papers and ninety-one trade journals, and in the clubrooms twenty-five foreign and domestic magazines and illustrated papers. There were rented during the year 273 rooms. The attendance in the exhibition department was 417,465 in the daytime and 37,823 at night. In the machinery department many resident agents are now permanently located, having their desks in the same space as their exhibits. There were rented during the year 271 spaces.

A Valuable Work.

The Official Railway Guide for June contains a large amount of extremely valuable information to summer tourists. Many changes for the accommodation of this class of travelers have been made by railway and steamboat companies, and the Guide contains a complete list of these changes. A feature of this work is that it can always be relied upon, and the passenger never misses a train owing to a mistake in its schedules.

Mr. E. E. Dawes, secretary and statistician of the Norfolk Board of Trade and Business Men's Association of Norfolk, Va., has compiled a very valuable booklet, just issued. The contents are invaluable to the commercial man, and give evidence of a great amount of care and labor on the part of Mr. Dawes. A brief historical introduction is given, with statistics of commerce, exports and imports, real estate, etc., the whole forming a safe guide to investors.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

OLD BAY LINE TERMINALS.

New Wharves in Baltimore Nearly Ready for Use—A \$75,000 Improvement.

The Baltimore Steam Packet Co. is rapidly completing its extensive wharves on Light street, Baltimore, and will occupy them for its south-bound business in a few days. These terminals are among the finest in Baltimore and the South and will give the company greatly increased facilities for handling passengers and freight. Although it has one of the most extensive water fronts on Baltimore harbor at Union Dock, giving it ample room, the company determined to secure additional quarters near the heart of the city. Altogether it is calculated that fully \$75,000 will be expended on the wharves, warehouses and office building to be erected at this point. The docks have a frontage of 274 feet on Light street and extend into the harbor a distance of 174 feet. In addition, what is known as a wharf barge will afford more room for transferring freight. It is calculated that fully eighty vehicles can be accommodated at these docks at one time, which will give an idea of their extent. The warehouse covering them will contain the offices of the clerks in the south-bound division of the company in addition to other apartments. These will be located in the second story and will be handsomely finished. The warehouse structure is of ornamental design and fifty-eight feet in height. Over the center rises a tower which, with the entire front of the building, is sheathed with copper. Connecting the wharf and office building will be an ornamental covered bridge, elevated at a distance of sixteen feet above the bed of the street. This is for the purpose of allowing passengers to reach the boats without the danger of crossing Light street, which is usually crowded with teams.

The office building, which will be three stories high, will be constructed of brick, with Indiana limestone trimmings. It will be heated by steam and lighted by electricity and artistically finished inside. The ground floor will be principally devoted to use of patrons of the company. From it an elevator will carry them to the second floor, from which they will reach the boats by the covered bridge referred to. The second floor will also be used for offices for the treasurer and general ticket agent, while the third floor will be used for offices and a directors' room. It is calculated that the bridge and office building will be completed within the next two months.

Improving Jacksonville Harbor.

Engineers have recently visited Jacksonville in connection with the improvements to the harbor, which have been sanctioned by the government.

The plans for improvements at the bar include the finishing of the present incomplete north jetty, about 1000 feet, and the building of new jetty work about 2400 feet further, thus making a solid jetty on the north side of the channel to about the same distance into the ocean that is reached by the opposite south jetty. The idea that is involved in this extension is that the water will be deepened by concentrating the flow of water, and by scouring wash out the banks of sand that now exist opposite the end of the south jetty. It will also, if the theory of the engineers is a correct one, prevent the creation or renewing of the bar by the

northeast storms. The extending to an equal length of the two jetties will guide the flow of water practically through the center of the 1700-foot channel, and if this supposition shall not be upset by the unequal density of the bottom or other intervening obstacles in the channel, the greatest depth of water will be created in the center, leaving untouched and unharmed the foundations on either side, on which rest the jetties themselves.

Bids have been received by the engineers at St. Augustine for furnishing this rock, to the amount of 62,000 tons, more or less, delivered in place at the mouth of the St. John's river.

Low Elevator Charges.

The cost of handling grain at New Orleans is very small compared with the charges at New York and other Northern ports. In response to a recent inquiry, Superintendent Fears, in charge of the grain elevator of the Illinois Central at New Orleans, writes that the statement that elevator and trimming charges on 100,000 bushels grain handled through the elevator there amount to but \$125 is correct, and frequently full cargoes of ships are handled for less. This, of course, would apply to grain that is taken out before the fifteen days' free storage had expired. The discussion was first introduced to the attention of the Eastern papers by a communication in the New York Mail and Express, wherein it was stated that elevator and trimming charges on 100,000 bushels of grain in port (single transfer) amounted to \$1787.50. This expense was considered very exorbitant.

Jottings at the Ports.

The Merrill-Stevens Engineering Co. of Jacksonville, Fla., has begun work upon the vessel which it is to build for the Plant Steamship Co. for use on inland waters of Florida.

It is announced that the Lee Steamboat Co. of Louisville, Ky., has decided to construct a vessel for its service, which will be one of the largest yet placed on the Mississippi or Ohio river.

Recent shipments of pig iron from New Orleans were made to Liverpool, Belfast, Hamburg, Antwerp and Manchester. The shipments aggregated 4000 tons, all of which came from the Birmingham district.

A New York dispatch is to the effect that the Old Dominion Steamship Co. has secured the additional terminal facilities which it desires on the North river. It has secured a franchise to extend Pier No. 26, which will be used for this business.

A dispatch from Brunswick, Ga., states that the firm of J. J. Lamar & Co. has determined to locate in that city and to do an import and export business. They will be capitalized at \$250,000. It is understood that the firm will operate a line of sailing vessels between Brunswick and New York.

It is stated that New York capitalists who are interested in the fuller's earth mines in Manatee, Fla., are now making preparations for commencing active work in the mines. A large amount of money will be spent in the development of this valuable deposit, and the company's business will be transacted through Tampa, Fla.

Mrs. Robert Louis Stevenson, the widow of the novelist, has been spending the winter in Madeira. It will be recalled that she collaborated with Stevenson in some of his books. She has written a short story for the July Scribner's entitled "Anne."

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Norfolk & Western Earnings.

The earnings of the Norfolk & Western Company continue to attract much attention in New York financial circles. In commenting upon the condition of the company the New York Stockholder says:

"Norfolk & Western has in ten months earned nearly one and one-half times the amount necessary to pay a full year's dividend at 4 per cent. on its preferred stock. This is certainly highly satisfactory progress and a condition to be fully appreciated by all interested in the company's traffic and revenues, since the reorganization was planned to bring about such results. That efforts made in this direction do not always succeed goes without saying. In the present case, however, there was room for vast improvement in operating methods, given only the facilities necessary to bring such improvement about.

"In putting the property in good condition, and in the provision of the necessary equipment for the economical handling of the business, the best thing was done for the company and all concerned, and events have abundantly proved the wisdom of the course adopted. Coming to results so far this fiscal year, we find that transportation outlays are still contracting and in spite of a further expansion in gross earnings. The record shows that for ten months ending April 30 the full year's dividend has been earned by a very large margin. Gross earnings in this period have increased \$205,810, or 2 per cent., but net earnings show a gain of \$260,272, or 9 per cent., expenses having been reduced \$54,462, or 1 per cent. More than this amount, or \$77,559, came out of the transportation total. As the increase in the latter for the year 1898 was only \$29,000, it is proved that the business of the Norfolk & Western has this year been conducted more economically than before, while the volume of the business has grown to larger dimensions."

Texas Central Extension.

Vice-President Charles Hamilton of the Texas Central Railroad Co. writes regarding the extension of its line as follows:

"We expect to have the forty miles graded and in operation early in October. The terminal station will be 'Stamford,' on the north line of Jones county, on a direct line between Anson, the county-seat of Jones county, and Haskell, the county-seat of Haskell county, and about midway between these two county-seats. Jones and Haskell, by the way, are two of the best counties in the State, being well watered, with an extremely rich and fertile soil, capable of producing cotton, corn and all the cereals.

"In addition to this extension of forty miles, it is our present intention to build permanent and substantial machine shops at Dublin, Texas, 106 miles from Waco and about the same distance from Fort Worth, and the crossing of the Texas Central and Fort Worth & Rio Grande railroads. Our machine shop, boiler shop, blacksmith shop and engine-house are to be of stone; our car shops and sheds, paint shop, etc., are to be built of corrugated iron.

"Dublin already has a population of not less than 4000, and it is predicted that the location of the shops will make it one of the best towns in Western Texas. One of the best cotton presses and one of the best oil mills in the State

are at present located there, and the town is surrounded by a very productive country and settled by an enterprising people."

Southern Railroad Earnings.

The reports of railroad earnings for May and for the first five months of the present year as compiled by Bradstreet's indicate that the Southern group of companies has enjoyed an extensive traffic. The total earnings of the ninety-six companies in the United States and Mexico included in the summary aggregate about \$43,000,000, an increase of 7.7 per cent. over May, 1898. The railroads quoted in the Southern States are twelve in number. This group shows an increase of 12.4 per cent. over 1898, and for the last five months 5.8. The increase for May is exceeded by only one group in the United States—the coal roads. This is 5 per cent. more than the Western lines, 6 per cent. more than the lines on the Pacific coast and 9 per cent. more than the trunk lines. The earnings of the Southwestern group are also very large, the increase being 8.6 per cent. over May of the corresponding month of 1898. Among the roads in the country showing an increase of over \$50,000 for May, 1898, eight are in the South and Southwestern groups. They are as follows: Louisville & Nashville, \$204,000; Norfolk & Western, \$198,000; Southern, \$219,000; Kansas City, Pittsburg & Gulf, \$55,000; Missouri Pacific, \$177,000; St. Louis Southwestern, \$67,000, and the Texas & Pacific, \$62,000.

A Mobile & Ohio Extension.

In a recent interview Mr. E. L. Russell of the Mobile & Ohio Railroad Co. confirms the report that the branch to Okolona, Miss., is to be constructed. Referring to the details of the matter, he said:

"I expect we will undertake the project in earnest in the fall, and when it is done work will be prosecuted from both ends. Our people are anxious to build the Okolona branch. Its purpose is to straighten the line and give a quicker, shorter route from St. Louis to Tampa. The only difficulty that stands in the way of its construction is its cost, which will be between \$275,000 and \$300,000. With the large expenditures already being made for permanent improvements, to deduct this amount from the earnings of the road would make a big hole in its dividends. I have already spent \$1,500,000 on the Mobile & Ohio in permanent improvements since I have been president, and I favor issuing bonds to build the Okolona branch rather than taking the money necessary for its construction out of the earnings."

Washington Street Railway Combine.

The Washington Traction & Electric Co., which represents the combination of the street-railway systems of that city, has secured the Columbia and Metropolitan roads. It is understood that the price paid for the two properties was \$5,371,000. The entire holdings of the syndicate represent thirteen railway lines and two electric companies. The articles of incorporation provide for a capital stock of \$12,000,000, in addition to which there will be a bond issue of \$20,000,000. The combination of lines includes the following properties: Metropolitan, Columbia, City & Suburban, United States Electric Light Co., Potomac Electric Power Co., Brightwood, Belt, Anacostia, Washington & Glen Echo, Washington & Great Falls, Georgetown & Tennallytown, Capital, Washington & Forest Glen, Rockville & Tennallytown.

Calculating on recent surveys, there are in the new system 155 miles of single track.

St. Louis Southwestern Plans.

Negotiations are reported in progress for the purchase of the Houston, East & West Texas by the St. Louis Southwestern Company. The extension of this line will give the St. Louis Southwestern an entrance into a very extensive portion of Texas, also will allow it to reach the city of Shreveport, La. The East & West Texas extends from Houston to Shreveport, a distance of 232 miles. The St. Louis Southwestern has recently obtained permission from the State to consolidate with its Tyler Southeastern division, extending from Lufkin, Texas, to Tyler, a distance of ninety miles. With the Houston, East & West Texas and the Tyler Southeastern the Southwestern Company will become one of the largest systems west of the Mississippi river.

President of the Pennsylvania.

Mr. Andrew J. Cassatt has been elected president of the Pennsylvania Railroad Co., succeeding the late Frank Thomson. Mr. Cassatt has been associated with the company nearly all of his life, and for nearly twenty years has served either as a vice-president or as a director. He is an engineer by profession, and has an extensive practical knowledge of railroad duties, in addition to being a financier of marked ability. He was instrumental in the construction of the New York, Philadelphia & Norfolk division of the Pennsylvania, and in placing this important Southern connection of the system on its present prosperous basis. He has been president of the New York, Philadelphia & Norfolk for several years.

The Richmond Terminals.

The only obstacle that remains before beginning work on the terminal improvements of the Chesapeake & Ohio at Richmond is permission to lower what is known as the free bridge across the James river. It is understood that permission will be obtained from the authorities in the near future. The Manufacturers' Record is informed by one of the Chesapeake & Ohio officials that a contract has been made with the Richmond, Petersburg & Carolina Railroad Co. for the use of the Union Station if this company succeeds in securing the necessary right of way. As a result of this contract the Chesapeake & Ohio and the Seaboard Air Line will run trains into the same station and enjoy the same facilities.

New Lines for Harriman.

A correspondent of the Manufacturers' Record at Harriman, Tenn., writes that another project is under way to build a railroad from that city which will give it a connection with the Atlanta, Knoxville & Northern Railroad near Athens, Tenn. It is understood that Mr. J. E. Rodes of the Harriman Land Co. is one of those interested. There is also a possibility that a road may be built from Harriman to a connection with the Louisville Southern Railroad at Burgin, Ky. If these projects are carried out Harriman will have greatly increased railroad facilities and will have a connection with the Norfolk & Western on the east and the Southern system to the north and west.

May Buy West Virginia & Pittsburg.

A report is current in railroad circles that the Baltimore & Ohio may purchase the West Virginia & Pittsburg Railroad when it is sold by order of the courts.

This would give the Baltimore & Ohio a very extensive mileage to its present lines in the coal fields of West Virginia. The West Virginia & Pittsburg is 104 miles long, extending from Clarksburg, where it connects with the Baltimore & Ohio, to Camden on the Gauley river, in the heart of the coal fields. It reaches Weston, Buckhannon, Sutton and several other important towns and connects with a number of the principal railroad lines in West Virginia.

Railroad Men in Session.

Several important gatherings of railroad men are now being held at Norfolk and Old Point Comfort. They include the National Association of Local Freight Agents, the American Railway Master Mechanics' Association and the American Master Carbuilders' Association. The Freight Agents' Association represents over 800 members, and is one of the most important bodies of men in the United States. The visitors are being entertained by the railroad companies at Norfolk.

New Mississippi Lines.

The railroads between Tutwiler and Ruleville and between Moorhead and Dawson lake have been formally transferred to the Illinois Central and trains are now being operated over them. These lines have been under construction for the last two years and intersect one of the most important portions of Mississippi. Passenger trains are now in operation from Memphis to Moorhead, also to Tutwiler, and arrangements have been made for a complete freight service.

New Arkansas Line.

Relative to the railroad between Dardanelle and Hot Springs, Ark., James K. Perry, one of the promoters, writes that right of way is now being secured and surveys have been completed. The promoters have secured a land grant from the State and it is expected to begin construction work during the present year. The road will be eighty-eight miles long.

Sale of Columbia Railway.

A Baltimore syndicate, which includes parties interested in the Charleston street railway system, it is announced, have purchased the Columbia electric railway and electric-light system for \$257,000. Among those interested are Robert C. Davidson, president of the Baltimore Trust & Guarantee Co., and Thos. K. Carey.

Railroad Notes.

The Chattanooga Electric Railway Co. has recently secured twelve new cars for use on its city and suburban lines.

Mr. J. A. Edson has been appointed general manager of the Kansas City, Pittsburg & Gulf Railroad Co., succeeding the late Robert Gillham. Mr. Edson is vice-president of the St. Louis Southwestern system in Texas and is well known as a railroad official of much ability.

Messrs. Sperry, Jones & Co. of Baltimore, who are reported as the owners of the York Southern Railroad, have recently purchased what is known as the Dallastown Railroad, a branch of the York Southern, which terminates at York. It was recently built and is about two miles long.

According to the report of the Alabama Car Service Association for the month of May, 29,211 cars were handled, a gain of 6916 cars over the same period in 1898. The total number of cars handled for the past five months of this year was 134,422, an increase of 14,872 cars over the first part of last year.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

To Add 13,000 Spindles, 350 Looms.

Mr. Lewis W. Parker, president and treasurer of the Victor Manufacturing Co. of Greens, S. C., announces, in a letter to the Manufacturers' Record, extensive improvements intended for his plant. It is the intention to add 13,000 spindles to the present equipment of 12,000 spindles, together with necessary preparatory machinery and 350 looms. The present buildings will be enlarged to make room for the new machinery, and this is expected to be completed by October 1; the machinery has been bought and will then be put in position. The company's capital is being increased from \$180,000 to \$300,000 in order to provide the funds necessary for this enlargement, amounting to \$120,000.

Extensive Improvements at Meridian.

Extensive improvements will be made at the Meridian Cotton Mills of Meridian, Miss., as mentioned last week. The company has increased its capital stock from \$120,000 to \$200,000, an increase of \$80,000, in order to provide the funds necessary for the improvements. The work of adding 248 new looms has begun, and they will have the necessary spinning; a weaverroom will be built sufficient to hold 600 looms, 480 of which will be placed at once with the 202 now running. A dyehouse 50x60 feet is also being added, and possibly a bleaching equipment will be installed. Additional employees to the number of 175 will be required, making the total 350.

Doubling Its 10,000-Spindle Mill.

The Grendel Mills of Greenwood, S. C., will be greatly enlarged. The company's president, Mr. D. A. P. Jordan, made a trip to New York and other Eastern points during the week consulting concerning the proposed improvements, and upon his return made the announcement as above. The capital stock will be increased from \$200,000 to \$350,000, and the amount so obtained will be utilized for the extensions. It is proposed to double the equipment, which is now 10,000 spindles and 336 looms, and thirty-five cottages will be erected for the additional operatives that will be needed.

To Add 16,000 Spindles.

The stockholders of the Warren Manufacturing Co. of Warrenville, S. C., held a meeting during the week at which it was decided that certain improvements be made to the plant. The capital stock will be increased from \$200,000 to \$300,000, and the equipment of spindles will be increased from 16,000 to 32,000. The stock will comprise \$50,000 of common and \$250,000 preferred, making the common and preferred equal amounts in the new capitalization of \$500,000. Contracts for erection of fifty new cottages for operatives have been awarded.

New Machinery Costing \$50,000.

The stockholders of the Walhalla Cotton Mills of Walhalla, S. C., held their annual meeting last week. The report of the condition of the company's business showed it to be in a most satisfactory condition, and enlargements were decided upon. An issue of \$50,000 worth of preferred stock will be made for the purpose of buying new machinery and retiring a debt on the mill. The company has decreased its debt materially during the year and spent \$50,000 on new machinery.

Mill of 5000 Spindles.

The proposed company at Greensboro, Ga., reported last week, will be known as the Mary-Leila Cotton Mills, and the capital stock has been placed at \$100,000. The company has decided to install a 5000-spindle plant, and buildings for said equipment will be erected at once. Contract for the machinery has been placed in Massachusetts shops. The principal officers are E. A. Copeland, president; W. R. Jackson, vice-president, and C. E. Monfort, secretary-treasurer.

To Double a 10,000-Spindle Mill.

It is stated that Mr. Maurice Stern, vice-president of the Lane Mills of New Orleans, La., has announced decided extensive enlargements for his company. It is said that the present plant will be doubled, and this would mean an expenditure of probably more than \$200,000, as the Lane Mills is now operating 17,000 spindles and 368 looms.

Textile Notes.

The Elmira Mills of Burlington, N. C., is adding an extensive finishing department to its factory.

The Belton (S. C.) Cotton Mill Co. has awarded contract for the erection of 100 cottages for its employees.

Mr. J. E. Acker of Ozark, Ala., is interesting himself in the matter of forming a cotton-mill company.

The Pelzer (S. C.) Manufacturing Co. is erecting a foundry department, so that it can attend to its own repairing.

Mr. W. L. Durst of Greenwood, S. C., denies the recent report saying that he intended erecting another cotton factory.

A cotton-manufacturing company will be formed at Opelika, Ala., to have capital of \$100,000. Mr. W. T. Wear is interested in the enterprise.

A movement is on foot at Rome, Ga., for the erection of a cotton factory to be operated on the co-operative plan. The Board of Trade is interesting itself in the project.

A project for the development of water-power near Waynesboro, Ga., includes plans for the erection of a cotton factory. Those interested include Messrs. P. L. Corker and W. C. Hillhouse.

Mr. Burgess Little, projector of the mill at Montevallo, Ala., mentioned last week, writes that it will probably be a combination yarn and cloth mill, capital to be not less than \$100,000.

Mr. B. Jordan of Monticello, Ga., contemplates the establishment of an underwear factory, and wants information concerning same. Prices on equipment of machinery are also wanted.

Rumors are current at Huntsville, Ala., that the Dallas Manufacturing Co. of that city will double its plant and add a large bleachery. The plant is one of 25,000 spindles and 750 looms.

The Palmetto Cotton Mills of Columbia, S. C., was completed last week and regular operations are to commence this week. The plant is equipped with 9000 spindles and 260 looms. Electricity is used for power.

The movement at Monroe, La., for a cotton factory resulted in the formation of the Monroe Cotton Factory, to have a capital stock of \$100,000 and build a mill of 10,000 spindles. Judge A. A. Gunby is the leading mover in the enterprise.

Mr. Frank W. Powell of Dublin, Ga., is interested in the movement for a cotton factory, and contemplates commencing with 5000 spindles, operated by steam-power. Full information is desired, together with estimates on machinery, etc.

Raleigh (N. C.) capitalists have purchased the Falls of Neuse property, near Raleigh, N. C., and it is inferred from reports current that the purchasers have in view the erection of a cotton mill. Messrs. W. W. Vass and C. G. Latta are interested.

The proposed cotton-mill company at Shelby, N. C., announced last week, will have a capital stock of \$100,000, and it is about assured that the enterprise will be established. Those interested include Messrs. J. F. Williams, Chas. C. Blanton, H. D. Wilson and J. D. Lineberger.

The erection of a cotton factory is contemplated at Lexington, Miss., and Mr. H. W. Watson is interested in the enterprise. Probably a plant capable of using 4000 bales of cotton annually will be established, and information concerning a plant of that size is solicited. Prices on machinery are in order.

The new company at Laurinburg, N. C., reported lately, will be known as the Scotland Cotton Mill, and Mr. A. L. James, who has promoted the enterprise very actively, will be president. Contract has been placed with New England machine shops for the 5000 spindles and complement of machinery required.

The Orr Cotton Mills of Anderson, S. C., reported lately as organized to build 20,000-spindle plant, has elected officers as follows: President and treasurer, James L. Orr of Greenville, S. C.; directors, R. S. Hill, R. S. Ligon, N. B. Sullivan, Jas. L. Orr, S. M. Orr, F. G. Brown, R. T. Smith, Geo. E. Prince and B. F. Mauldin.

Mr. F. M. Douglas and associates of Alexander City, Ala., contemplate the erection of a cotton factory to cost probably \$50,000 at the start. Provision will be made for an early enlargement to plant worth \$100,000. It is not definitely known yet just what product will be manufactured, and information is solicited regarding the manufacture of rope, knitting thread and heavy-staple cotton goods. Estimates on machinery are required also.

Chances in Turkey.

Messrs. George Baker & Son of Constantinople, writing of the interest with which they read the Manufacturers' Record, say:

"We (that is, our Mr. G. Baker) have been in this country for the last fifty years, and now see that in certain lines there is an opening for American manufactured goods. Hitherto we have not laid ourselves out for this business, but daily we see the signs of expansion and the want of foreign markets for American goods. The same applies to raw produce. Up to, say, the last two years 80 per cent. of Turkey's raw produce, such as mohair, wool, canary seed, opium, chrome ore, waste silk, spun silk, Turkey carpets, was bought through Liverpool, but now, with direct steamers fortnightly, namely, the Barbone Line, you can get these raw materials, ex quay New York or Boston, at practically the same price as when shipped to Liverpool.

"We made the acquaintance last week of an American silk manufacturer who deals largely with Japan. He was astonished at the tremendous strides made here with the silk worm, and, as labor is cheap, he considered that there would be a large business in spun silk, especially in spun silk of from nine to fifteen deniers."

Messrs. Baker & Son have agencies through Asia Minor and Turkey, and buy on commission Turkish products for shipment direct to this country. They also represent American houses in Turkey.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., June 14.

The market for cotton oil shows further improvement, while increased interest is manifested in refined grades. But the important fact is recognized that at present prices very little of the latter is obtainable, the bulk of supplies not being on offer at the moment. Big holders are asking to one cent a gallon more for prime and off oils than the prices bid. Stocks are not so excessive, while arrivals are naturally light. With regard to stocks at this market it may be observed that a very large proportion is intended more for local consumption than for export. The inexplicable course of the lard market proves a continuous drawback to cotton oil, 4.97½ cents being quoted for July delivery, Chicago. The tallow market has also received a setback, 4½ cents being quoted for city goods. Concerning cotton oil, the New York Journal of Commerce has the following: "Exports of cotton oil from New York since September were about the same this year as last, or 17,000,000 gallons, while from New Orleans they have nearly doubled, from 6,500,000 to 12,750,000 gallons. Baltimore has also doubled, showing a heavy decrease from New York to New Orleans, or rather a loss of its share of the increase, owing to the arbitrary action of the steamship lines from this city in requiring so many more conditions precedent to accepting shipments from here than formerly that shippers give a preference to Southern ports, to which they charge some of the steamship lines with the purpose of driving trade. The great trouble is in regard to coöperation, for which the ship's agents provide in their freight rates, and yet when the oil is landed on their docks they object to the conditions for which they are paid and insist on the most stringent enforcement of them, delaying shipment and increasing expenses until it amounts to a serious tax on shipments from this port, while Southern ports afford every facility possible up to sending vessels to shipper's dock without extra charge. Receivers as well as shippers of oil complain of these restrictions and fear a further loss of trade as a result." Continental markets are evidently more interested in cotton oil, the drop of 3d. in English oil probably creating the hope that it will similarly affect American oil. The following are closing prices: Crude, prime, 20 to 21 cents; crude f. o. b. mills, 14 to 18 cents; crude, off quality, 18 to 19 cents; yellow summer, prime, 26 to 26½ cents; yellow summer, butter, 30 to 31 cents; yellow summer, off quality, 25 to 25½ cents; white summer, 30 to 32 cents; yellow winter, 30 to 32 cents, and white winter, 31 to 32 cents, and soap stock, .75 to .80 cent per pound.

Cottonseed-Oil Notes.

A force of fifty hands are at work on buildings for the new cottonseed-oil mill at Fort Worth, Texas. The work will be pushed as fast as possible to completion. It is stated that the improvements will cost in the neighborhood of \$75,000.

The shipments of cottonseed meal and cake from Galveston, Texas, during the month of May to Great Britain and the Continent amounted to 31,071,671 pounds, valued at \$267,152. Shipments of cottonseed oil amounted to 3952 gallons to Germany, valued at \$869.

It is stated that the Marion Cotton Oil

Co. of Marion, S. C., will next season use the cylinder press and put up round bales of cotton instead of the large square ones as heretofore. The company which will put up the presses will also have a cotton-buyer on the spot, who will pay forty to seventy-five points per pound more than the buyers of the square bale can offer.

It is stated that T. J. Pinkard of Opelika, Ala., and associates have purchased ten acres of land near East Birmingham, Ala., and will immediately begin the erection of a large cottonseed-oil mill at that place. About \$50,000 will be expended in the erection of the mill and work will begin immediately. Messrs. Pinkard and Vernon expect to have the entire plant ready for operation some time in September.

The stockholders of the Red River Oil Co. of Alexandria, La., met on the 5th inst. and elected the following board of directors to serve for the ensuing year: B. M. Bryan, M. C. Moseley, W. C. Scott, E. V. Weems, G. W. Bolton, W. B. Turner and S. S. Bryan. The board elected the following officers: B. M. Bryan, president and manager; W. C. Scott, vice-president, and W. B. Turner, secretary and treasurer. The company declared an annual dividend of 8 per cent., payable to stockholders on demand. The dividend is small this year on account of the many improvements to machinery.

The market for cottonseed products in New Orleans is quiet, with stocks of oil well cleaned up. Last sales of off yellow were at 21½ to 22 cents, as to quality, and at the close 22½ to 23 cents were asked for stock on hand. Shipments of oil to Germany for the week amounted to nearly 100,000 gallons. Cake and meal are in demand for export, with values steady. Receivers' prices are as follows: Cottonseed, \$5 per ton (2000 pounds) on the river bank from New Orleans to Memphis; cottonseed meal jobbing at depot, \$16 per short ton and \$19 per long ton for export f. o. b.; cottonseed oil, 15 to 16 cents per gallon for off crude, loose, f. o. b. in tanks here; in barrels, 17 to 18 cents; prime crude in bulk, 14 to 16 cents, and 24 to 25 cents for refined oil at wholesale and for shipment; off refined, 21½ to 22½ cents; oilcake, \$19 per ton f. o. b.; linters—A, 2¾ cents per pound; B, 2½ cents; C, 2¼ cents; hulls delivered at 12½ to 15 cents per 100 pounds, according to the location of the mills.

The annual statement of the Southern Cotton Oil Co. for the year ending April 30, 1899, has just been issued. No figures are given on the gross business, but net earnings are stated at \$240,000, or 12 per cent. on the stock, as against \$239,035 last year. President Henry C. Butcher in his report says: "During the past season your company has had probably the hardest manufacturing problem to solve in all its history. The character of the raw material has been of the worst in many sections, and but for the excellent facilities afforded by your plant it would have been impossible to handle this seed so as to make a satisfactory marketable product. As it is the highest prices have been obtained for your goods. Since the last report your company has built a new mill at Newport, Ark., a most important point in the seed business of that section, and has bought seventy tank cars. Both of these items have been charged to permanent investment, which explains the increase in that account. There has been, however, a large amount of new property acquired in the extension and improvement of your plant, which has been charged to expense account, amounting to \$49,392, the principal

items of which are as follows: New seed-houses at Columbia, S. C., and Savannah, Ga.; doubling the capacity and storage facilities at the Savannah Refinery and adding a soap and white-oil plant; building an annex to the refinery at Houston and re-equipping that at New Orleans, so that the finest grades of oil can now be made there, besides many minor additions and improvements."

The organization of the Continental Cotton Oil Co., which embraces several of the prominent cotton-oil companies of Texas, Louisiana and Mississippi, has been about consummated. The capital stock of the company is \$6,000,000, divided into \$3,000,000 cumulative preferred and a like amount of common stock. The company's bankers, Messrs. Rathbone & Co. of New York, in a letter to the Manufacturers' Record, say: "The Continental Cotton Oil Co. has for its purpose the operation of the respective mills belonging to it, viz., the Paris Oil & Cotton Co. at Corsicana, the Waxahachie Cotton Oil Co. at Waxahachie, the Ladonia Cotton Oil Co. at Ladonia and the Central Texas Cotton Oil Co. at Temple, Texas; the Shreveport Cotton Oil Co. at Shreveport, La., and the Jackson Cotton Oil Co. at Jackson, Miss. These mills have an average crushing capacity daily of nearly 1000 tons of cottonseed, and the refineries connected with them have a refining capacity of over 1200 barrels of oil per day. It is the intention of the company to erect or acquire new plants as the conditions justify, which will ultimately make it one of the largest organizations in the business."

The Gulf Coast Lumbermen, numbering about twenty, met in Mobile, Ala., on the 7th inst. in regular monthly session. Many of those present stated that the mills had all they could do, in many instances, for the next sixty days, and some of them had contracted for the remainder of the year. On motion, a committee, composed of M. L. Davis of Oak Grove, P. K. Young of Pensacola and Hardy Herron of Moss Point, was appointed to ascertain if the lumbermen desired the formation of a clearing-house bureau. After much discussion the prices previously adopted remain unchanged. The meeting adjourned to meet in Mobile again the first Wednesday in July.

The largest timber deal in the history of Lewis county, Tenn., was effected last week, when R. D. Wilson, John Cox and E. C. Rowland bought the timber on the F. S. Postal 12,500-acre tract of land for \$6000. The land lies south of Vanceburg and is nineteen and one-half miles square. Besides other valuable timber, it is said to contain 3,000,000 feet of pine and a large quantity of poplar. This company has already sold off the tract all the white oak, chestnut oak and chestnut tie timber to B. Johnson & Son of Richmond, Ind., for three to six cents per tie, with a guarantee of \$3000 for the tract.

It is said that the phosphate excitement in Hickman county, Tennessee, continues to increase and large purchases are being made daily. R. A. Perry, living four miles east of Centerville, sold his farm on the 5th inst. to the Cleveland Dryer Co. of Cleveland, Ohio, for \$12,500, and O. A. Prince of the same neighborhood sold his place to the same company for \$17,000. These farms before the phosphate excitement were valued at \$2500. About 1500 hands are now employed in mining phosphate rock near Centerville, receiving \$1 to \$2 per day. Six months ago these hands were working for seventy-five cents.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., June 15.

The local phosphate market is beginning to show an increased volume of trade, and the demand during the week has been fairly active. Prices for all grades of rock are firmer, and brokers report orders more plentiful. There is a fair inquiry from fertilizer men, and out-of-town buyers are purchasing more freely. The following charters were reported last week in New York: Schooner R. S. Derby, 367 tons, from Charleston, S. C., to Philadelphia with phosphate rock at \$2.10, coal out 90 cents; brig Sullivan, 295 tons, from Orchilla to Richmond or Baltimore with phosphate rock on private terms; British steamer Apex, 1477 tons, from Fernandina to United Kingdom or Continent with phosphate rock on private terms; British steamer Gatton, 1635 tons, from Fernandina to Stettin with phosphate rock on private terms; British steamer Beltisloe, 1851 tons, from Port Royal to the United Kingdom with phosphate rock at 14/ July, and British steamer Ben Ledi, 1222 tons, from Tampa to one port in French Mediterranean with phosphate rock at or about 20/ July. The reports from all sections of the Southern phosphate field indicate a more active development, and the output during the present month will be much larger than for the same month last year. The domestic demand for South Carolina rock continues uninterrupted, while there is a good foreign inquiry. At Charleston several good foreign orders have been received during the week, while shipments of domestic rock for nine months show an increase of over 10,000 tons. The development of the Pinckney phosphate lands on the Edisto and Ashepoo rivers when commenced will change the features of the phosphate market somewhat in South Carolina. This rich territory once opened up will throw upon the market a phosphate rock of high grade, which the owners will likely hold for outside figures. In Florida the market is brisk, with prices firm and tending higher. There is a good inquiry from foreign sources, and contracts are said to have been already made for the output of 1899. The shipments from the ports continue heavy, and miners both of hard rock and pebble are working their plants at full capacity. The development in the Tennessee phosphate field is being vigorously pushed, and shipments of rock from Mt. Pleasant and Hickman county are very heavy. Any number of prospectors are looking over the lands in Williamson and Maury counties, and some very rich deposits have been reported. The demand for Tennessee phosphate rock continues, and from both domestic and foreign markets there is a good inquiry. Prices are quoted \$3.50 to \$4, as to grade.

Fertilizer Ingredients.

The demand for ammoniates continues fairly active and the market is strong. The demand from the East is more than sufficient to take care of current offerings. Supplies of blood and tankage in the West are light and stocks are firmly held at outside figures. Sulphate of ammonia, foreign and domestic, is unchanged and quoted at about \$3.15 to \$3.25, New York and Baltimore. Nitrate of soda is steady and without change.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).	\$3 20 @ 3 25
Nitrate of soda.....	1 70 @ 1 72½
Blood.....	2 05 @ 2 10
Hoof Meal.....	1 60 @ 1 65
Azotine (beef).....	1 95 @ 2 00
Azotine (pork).....	1 95 @ 2 00
Tankage (concentrated)....	1 70 @ 1 72½
Tankage (9 and 20).....	1 87½ @ 1 90 & 10
Tankage (7 and 30).....	17 00 @ 17 50

Fish (dry).....	20 00 @
Fish (acid).....	12 00 @

Phosphate and Fertilizer Notes.

It is said that representatives of the Virginia-Carolina Chemical Co. were in Beaufort, S. C., last week negotiating for the purchase of the Baldwin Phosphate Works of that city.

The British steamer Hather arrived at Fernandina, Fla., on the 5th for a cargo of phosphate rock from the Dunnellon Phosphate Co. The British steamer Strathdee arrived from New York on the same date and took a cargo of phosphate rock from C. E. Absom.

The schooner James W. Fitch was loading phosphate rock on the 10th at Port Tampa, Fla., from the Bone Valley Phosphate Co. The Austrian steamer Vienna and the four-masted schooner Mary E. H. G. Dow were also loading phosphate rock on the 7th inst. at the same port.

The property, machinery and patent rights of the Nitrogene Company of Baltimore county, Maryland, were sold last week at auction for \$18,000 to Calvin T. Davison of the Davison Chemical Co. The plant of the company is located at the intersection of Patapsco avenue and Sparrow's Point Railroad. Necessary buildings and machinery comprise the improvements. The patent rights sold are for improved processes for making fertilizers.

The following domestic shipments of phosphate rock from the port of Charleston, S. C., were reported for the week ending the 9th inst.: Schooner S. B. Marts, 850 tons for Baltimore; steamship S. T. Morgan for Richmond, Va., with 2103 tons, and barge Maria Dolores for Norfolk with 510 tons. The total shipments from Charleston to domestic ports since September 1, 1898, amount to 87,500 tons, against 76,569 tons for the corresponding period last year.

The Standard Phosphate & Fertilizer Co. was incorporated last week at Trenton, N. J., with a capital stock of \$1,000,000, of which \$400,000 is 7 per cent. preferred cumulative stock and \$600,000 common stock. The incorporators are Duncan T. McLaren and Frederick N. Garvin of Orange, N. J., and J. N. Darrah of New York city. It is intended to use this company as a nucleus for combining several Southern phosphate and fertilizer companies. The company has already secured control of the United States Phosphate Co. of Acme, Fla., which has 650 acres of land and a large plant. Options are also held on several other Southern companies. The company proposes not only to mine phosphate, but to manufacture fertilizers in the South instead of shipping phosphate rock to Northern manufacturers as heretofore.

Among the recent transactions in phosphate territory the sale of the Pinckney lands in South Carolina last week is, perhaps, the most important. It is stated that a deal was closed in Charleston last week whereby the Bradley Fertilizer Co. of Boston becomes the owner of 6000 acres of phosphate land situated on the Edisto and Ashepoo rivers, fifty miles from Charleston. This property was formerly owned by Capt. C. C. Pinckney, but has lately been in the hands of Receiver William E. Huger. The purchase includes the tracts of Sterling, Hout, La Roache, Martin, Warren, Fishbourne, Walker, Cedar Grove, Spring Hill, Stokes, Warley and Cox. These tracts are said to contain rich deposits of nothing but high-grade rock. The price paid for the land is said to be in the neighborhood of \$40,000. New mining machinery will be purchased and put in operation immediately.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., June 15.

The movement in the local lumber market continues fairly active, and there is a steady demand, while the volume of business continues about the same as that reported a week ago. Receipts of North Carolina pine have been liberal during the week, and stocks now are fully ample, especially in box lumber. Prices are about steady and in some cases a shade easier for certain grades, as the trade has been supplied for the moment and a slight reaction is the consequence. The general list of values, however, continues steady, and manufacturers are generally encouraged by the outlook for trade. There is a good trade in white pine, with prices firm and stocks in better shape. Sales of several round lots of white pine are reported at full figures. Cypress is steady, with sales confined to small lots. The situation in hardwoods is unchanged, and the market is firm, with light stocks, and the demand from both local and out-of-town parties quite brisk. At milling sections stocks are not accumulating, but are generally shipped when cut. Shippers report a fair foreign trade in oak, poplar and other woods, with prices unchanged. Local planing mills are all very busy and have their files well supplied with orders.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., June 12.

While in almost all commercial and industrial channels at this port there is a most satisfactory volume of trade being developed, the primary industry of lumber seems to show extraordinary expansion. The demand for all grades of North Carolina pine is very spirited, and stocks are not allowed to accumulate to any extent. Timber, as a rule, is about sufficient to supply the demand of mills, and logging is being pushed with considerable vigor. Manufacturers are adding to their supply of timber land, and during the past thirty days over 500,000,000 feet of timber have changed hands in the North Carolina pine belt. The directors of the North Carolina Pine Lumber Association held their regular monthly meeting last week. It was thought that some important action would be taken, but at the close of the meeting it was announced that there had been no increase in prices, which are now on a paying basis. Expert lumbermen say that the reports show trade in a very good position so far as the volume of business is concerned, but the supply in some cases is short. The local demand for lumber is very fair, a large quantity going into consumption for building and other improvements. Planing mills are all doing a fair business, and dressed lumber is in good demand, with values firm and advancing. The foreign export trade direct is not of great value at the moment, the domestic trade absorbing the bulk of stocks on hand. Freight on lumber are steady, and last charters to Boston were at \$3.25 per 1000 and to New York \$2.50.

Savannah.

[From our own Correspondent.]
Savannah, Ga., June 12.

The week under review has been one of increased volume in nearly all avenues of the lumber trade. The demand is unusually good for this season and comes from several new sources, while prices

hold firm for all desirable grades. At the nearby ports of Darien and Brunswick business in timber and lumber is of increased volume, and shipments will show an increase over those of last month. From this port during the past week 4,050,000 feet of lumber and cross-ties were shipped, distributed as follows: New York, 1,192,303 feet; Philadelphia, 1,460,330 feet; Baltimore, 252,195 feet; Boston, 531,597 feet; New Haven, 334,617 feet, and Windsor, N. S., 278,689 feet. The Georgia Saw Mill Association, at Cordele, Ga., has issued its coastwise and interior price-list on lumber, car material, bridge timbers, etc. This association is now perfectly organized, and the work it is now accomplishing is of great value to the lumber trade of Southern Georgia. Mr. H. H. Tift is president of the association, and Mr. T. J. Agnew, secretary. Lumber freights continue firm, with rates unchanged, and the offerings of desirable tonnage only moderate. The following charters are reported: Two schooners, 489 and 393 tons, from Darien to Norwich, Conn., with lumber at \$6; schooner D. H. Spear, 489 tons, from Savannah to Portland, Maine, with lumber at or about \$6, and schooner Alameda Willey, 493 tons, from Brunswick to New York with lumber at \$5.62½.

Orange.

[From our own Correspondent.]
Orange, Texas, June 12.

At this period of the season one looks for a diminution in the demand and a falling off in the general volume of business at all Southern points, but this season seems to be an exception. Orders for lumber are being received at this point as usual, and prices are firm, with sales in every instance at full list figures. The mills here have plenty of business in sight and enough to keep them fully employed for the next three months. The demand from interior towns in the State is brisk and shows that an unusual amount of building is now in progress and projected during the present year. Indications point to a very heavy fall trade; the bountiful crops already assured, the great increase in railroad traffic and the foreign demand for lumber will create a very large increase in the volume of trade in wood products. Shipments of lumber by water have not been as heavy as in the month of May, traffic by rail being larger than usual. There is a good demand for export material of all descriptions, but as the offering of desirable tonnage is light, operations in this line are somewhat restricted. The demand for square timber is a feature, and mills are generally well supplied with orders. Several orders from Europe were received last week, but as rates of freight are so high, shippers are slow to move. Last week a meeting of Texas and Louisiana lumber manufacturers was held here, but the short session in which business was transacted deprived the meeting of any great importance. Representatives from Beaumont, Texas; Lake Charles and Lockport, La., were present, and after disposing of the business before the meeting the party spent the afternoon in visiting the mills. The total shipments of lumber from the five mills here in May last aggregated 14,487,770 feet.

Mobile.

[From our own Correspondent.]
Mobile, Ala., June 12.

The volume of trade in every line of business at this port shows an improvement over that of the same period last year, and the activity in all commercial and industrial avenues is most pronounced. The industry of wood products is now showing a remarkable development, and in lumber and timber mill-

men and others engaged in the trade are doing very satisfactory work. In sawn timber prices hold very firm, with a good foreign demand and shipments away ahead of last season. Timber at the moment is rather scarce, but later on the receipts are expected to be more liberal. Sawn timber when placed on the market will bring 12½ to 13 cents per cubic foot, 40-foot basis; hewn timber is quoted 13 to 13½ cents per cubic foot, and hewn poplar is in fair demand at 12 cents per cubic foot. The shipments of sawn timber for the week amounted to 242,969 cubic feet, and of hewn timber 102,183 cubic feet, all to United Kingdom and Continent. The movement in lumber continues very strong, and the demand from Cuban ports, South and Central America and the United Kingdom and Continent is brisk. During the week 1,636,692 feet were shipped. Since September 1, 1898, the shipments of lumber aggregate 57,371,061 feet, against 44,140,326 feet last year. Mills at all sections adjacent to this city are very busy, being well supplied with orders and all working up to their full capacity. The freight market for lumber is very steady as to rates, and the offerings of desirable tonnage rather light. Among the charters reported last week were the following: Bark Katahdin, 1145 tons, Pensacola to Rio de Janeiro or Santos with lumber at \$12.25, or Buenos Ayres at \$13.25; schooner Pepi Ramirez, 376 tons, from Moss Point or Pascagoula to New York with lumber at or about \$7.50; British steamer Pearlmoor, 2235 tons, from the Gulf to United Kingdom or Continent with timber at 112/6, old form, July; schooner H. W. Haynes, 250 tons, from Pascagoula to Kingston, Jamaica, with lumber at \$9; brig Arcot, 349 tons, from Mobile to New York with lumber at \$7.50, and British steamer Victoria, 2094 tons, from Ship Island to Holland with timber at 97/6.

Lumber Notes.

Receipts of lumber at New Orleans for the week ending June 9 amounted to 2,090,000 feet, and for the season 74,182,500 feet, against 62,801,996 feet last year.

A charter was issued last week to the Greenville Furniture Co. The capital stock is to be \$10,000. The incorporators are J. O. Westfield, M. A. and M. W. Morgan.

The Oneonta Lumber Co., which recently purchased the Old Beaver furnace tract of timber land in Menifee county, Kentucky, has nearly completed its large saw and planing mill, dry-kilns, etc., preparatory to sawing 30,000,000 feet of timber.

The lumber and saw-mill firm of Joseph Clove's Sons of Henderson, Ky., have just closed a contract with the Thompson-Bonnell Lumber Co. of Grand Rapids, Mich., for 1,500,000 feet of lumber, to be cut from the timber preserves of Clove's Sons of regulation sizes.

The municipal authorities of Hattiesburg, Miss., has granted the petition of the Newman Lumber Co. for the removal of its saw-mill plant from the corporation of the city, with the provision that the present plant is to be duplicated. The present plant is the largest in South Mississippi.

Hunter, Benn & Co., prominent timber shippers of Mobile, Ala., have completed their new slip near Three-Mile creek at a cost of \$12,000. This new slip will accommodate several vessels loading timber at the same time. It is 120x400 feet and will be twenty-three feet deep at low tide.

The Arkana Lumber Co.'s saw mill,

situated at Arkana, La., on the Cotton Belt Railway, was destroyed by fire on the 5th inst. The mill carried a complete equipment of the latest improved machinery and had the largest capacity of any saw mill south of St. Louis. The loss is estimated at \$35,000. The home office is in St. Louis.

Messrs. S. P. Ryland of Ryland, Brooks & Co. and S. C. Rowland of Baltimore have concluded the purchase of all the timber holdings of the North State Lumber Co. of North Carolina. The purchase includes from 100,000,000 to 150,000,000 feet of available North Carolina pine. Messrs. Ryland & Rowland have secured several other valuable lumber properties and have the option on others.

It is stated that Messrs. J. H. & Z. B. Oglesby, who own a controlling interest in the South Georgia Railroad, have purchased 120 acres of land near Quitman, Ga. The Messrs. Oglesby now operate two large saw-mill plants on the South Georgia Railroad, and will establish on their new purchase an extensive saw-mill plant, which is to be the largest and best equipped in South Georgia.

The Camp & Hinton Lumber Co. of Pearl River county, Mississippi, was chartered last week. The capital stock of the company is \$600,000, which may be increased to \$1,000,000. The company will engage in the manufacture and sale of lumber and other enterprises identified with the business. The incorporators are J. J. White, J. H. Hinton, H. A. Camp, R. W. Hinton, H. A. Folke and associates.

The Easton Furniture Manufacturing Co. of Talbot county, Maryland, was incorporated on the 9th inst., with a capital stock of \$25,000. The company has bought a large lot in the southeastern section of the town of Easton and is preparing to erect a three-story building 100x60 feet. The officers of the company are John Mason, president; C. C. Nickelson, vice-president, and William H. Kemp, secretary and treasurer.

Over 3,000,000 feet of lumber, consisting mostly of poplar, was shipped in May last from Chattanooga, Tenn. Prices for all grades of poplar lumber have scored a sharp advance in that market during the past thirty days, advancing from \$18 per 1000 feet to \$20 and \$24 per 1000 feet, while choice dry poplar is now bringing \$28 per 1000 feet. The above shipments do not include boat oars, boxes, crates, furniture and other articles of wood.

It is stated that Hon. John Henry Kirby, vice-president and general manager of the Gulf, Beaumont & Kansas City Railroad, and associates are to build two large saw mills at Newtonville, the present northern terminal of the Gulf, Beaumont & Kansas City Railroad, and to manufacture yellow-pine lumber. These mills will be of modern construction and have a capacity equal to the best mills in the country. Construction of the mills will be commenced at once.

The Lewis Lumber Co. of Fayetteville, Tenn., was organized last week. The incorporators of the company are B. A. Lewis of Fayetteville, Tenn., and H. M. Bigford and George W. Stone of the Stone & Bigford Lumber Co. of Boston, Mass. The company will handle on the wholesale plan the hardwood lumber of that section of the State, and has purchased and will operate the saw mill formerly owned by the Worland Lumber Co. of Franklin county. The mills at Fayetteville are absorbed by the company and will be operated at their full capacity. The officers of the company are H. M. Bigford, president, and B. A. Lewis, secretary and treasurer, with office in Fayetteville.

MECHANICAL.

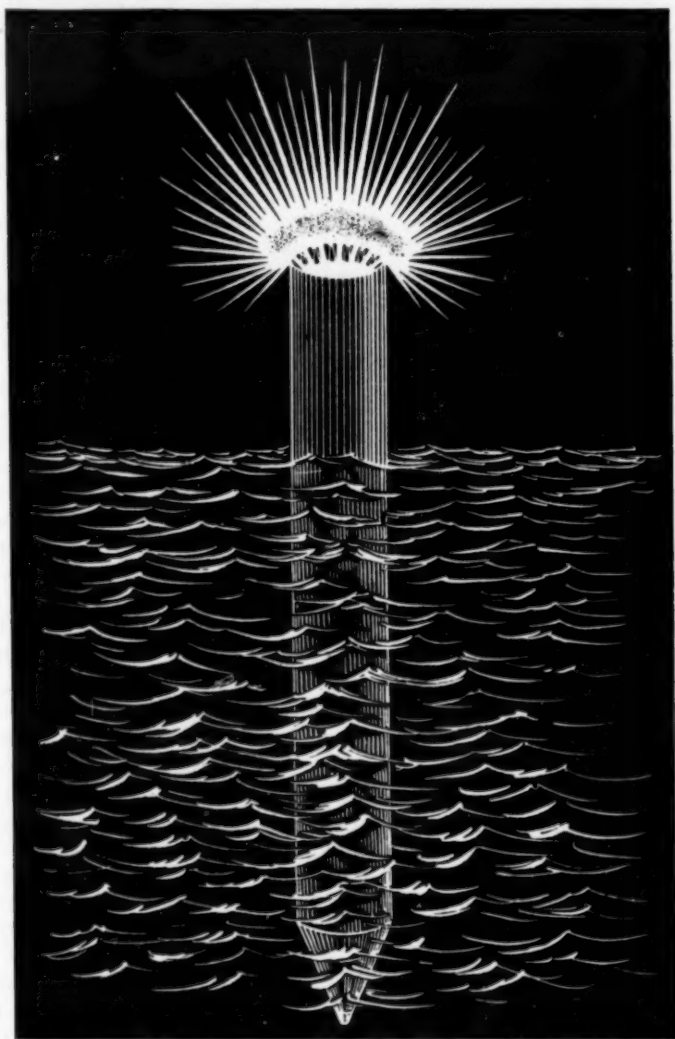
Projectile-Like Shell That Becomes Illuminant on Striking Water.

A demonstration of the capabilities of a new illuminating shell, a most novel marine device, took place recently in the presence of navy and army officers, the directors of the American Illuminating Shell Co. and invited friends.

The wide-reaching possibilities of this device will be readily recognized in the lines of merchant marine, life-saving corps, army and navy use, etc. The shell is an apparatus for lighting up the sea at night. It is in the shape of an ordinary projectile, and may be thrown from a gun in the direction of an enemy or dropped overboard by hand alongside a ship as the occasion may require. It is buoyant, and in striking the water becomes an illuminating plant of itself, shedding a powerful light over the water.

It is the invention of Col. William J.

In the recent test no sooner was the shell, which in this case was for a six-inch gun, plunged into the water than it sank, then rose like a can buoy, righted itself, and from the burners at the top there shot a white flame that dazzled the eyes of the beholders. The clustered burners emitted a blaze which, at sea on a dark night, would have been a powerful beacon. The shell was forced under the surface over 100 times, as though submerged by a powerful wave, and on the water there appeared a flame such as created by oil burning on the surface. The burners were then from three to four inches under. Again the shell was sent below, and this time the light was entirely extinguished. Being released, it came to the surface like a cork and instantly the little electric plant in the shell fired the gas and the burners were ablaze. The experiment was tried again and again. The device cannot be permanently extinguished by water washing over it nor by any gale of wind. This device would



A NEW ILLUMINANT SHELL.

Wilson, the acetylene gas expert, and consists of a hollow cylinder, made from drawn-steel tubing, in sizes from three to six inches or more in diameter and from three to five feet in length, according to the purpose for which it is to be used. The shell is "loaded" with calcium carbide, from which acetylene gas is generated instantly upon contact with water. At one end of the shell are the burners, from which the gas escapes as generated, and is lighted by electricity generated by a battery within the shell. It takes less than thirty seconds to make the shell ready for firing from a gun or throwing overboard. On falling into the water it floats a quarter of its length above the surface, and the water, entering small holes near the base, comes in contact with the calcium carbide, which is instantly converted into acetylene gas, which in turn is at once ignited at the burners by the self-generating electric current.

be invaluable as an adjunct to the life-saving service, as well as in naval warfare, and, in fact, for any service that requires illumination of the sea. The test was thoroughly satisfactory and demonstrated the practicability of the device. The government has been negotiating with the company and may adopt the shell for use in the navy as well as along the coast.

Further particulars can be obtained by addressing the American Illuminating Shell Co. at 5 East Lexington street, Baltimore, Md.

The Niagara Clip.

An effective device for fastening together papers, letters or cards is the Niagara clip. It is simple and attractive in appearance, made of the best spring brass, and the loops are formed with a heavy tension which holds securely the thinnest sheet of paper, and serves equally well for any number of sheets up

to a thickness of three-eighths of an inch. Owing to the fact that spring brass is used the clip can be used again and again, thus making it far cheaper than pins, while in convenience and efficiency it is far superior, to say nothing of the fact that it does not mutilate the papers with unsightly pin holes. The device is put



THE NIAGARA CLIP.

up in boxes of 100 for desk use, the clips being ranged on little bars wherefrom they may be easily removed without fumbling and as easily replaced. The manufacturer is the Niagara Clip Co., 1000 Ellicott Square, Buffalo, N. Y., and the New York office is at 32 Broadway.

Literary Notes.

West Virginia Corporations. By W. E. Chilton. Publisher, The Tribune Co., Charleston, W. Va.

There are thousands of corporations created under the laws of West Virginia operating in nearly every State and Territory of the Union. The advantages offered by the liberality and simplicity of West Virginia laws have been recognized by business men of other States, and this proves that the laws offer ample protection to the stockholder and creator. As many of these corporations, however, have non-resident stockholders and officers, a handbook giving them the opportunity for accurate and succinct information about the laws is of value. This is the purpose of the volume prepared by Mr. Chilton, who is a member of the firm of Chilton, MacCorkle & Chilton of Charleston, who are among the leading corporation attorneys of West Virginia. It tells how to incorporate, organize and manage corporations, presents forms for by-laws, agreements, powers of attorney and procedure for foreign corporations desirous of transacting business in the State, and corporation statutes of West Virginia, with notes of all decisions of the Supreme Court of Appeals of the State concerning corporations. The volume is well arranged, special chapters being devoted to taxation of corporations and the condemnation of lands. The first 106 pages are intended for the busy man, and in them is mapped out each step in the work of a corporation, from the preparation of the original agreement. The book will be of valuable aid and encouragement to capitalists seeking investments in West Virginia.

The Hon. John D. Long, Secretary of the Navy, contributes to Frank Leslie's Popular Monthly for June a complete and most interesting account of "The Building of the New Navy." It is a wonderful story, as true as it is wonderful, and the pictorial illustrations enhance its value. Other features are: "The Building of a Battleship," by Frederick J. Gauntlett; with splendid pictures of the new Kearsarge and Kentucky; "From Stone to Steel," by George Willis Bardwell, a richly-illustrated paper reviewing the history of arms and armor, from the rude weapons of the stone age to the modern Krag-Jorgensen rifle; "In Hayti in War-Time," by Reuben Briggs Davenport, giving some novel observations upon the Black Republic, as seen by this well-known war correspondent; "The Horseless Carriage," by Mary Sargent Hopkins, an up-to-date illustrated article on automobiles, and "Women as Travelers," by Margherita Arlina Hamm, in the popular Woman in Action series. There are short stories, sketches and poems by E. Louise Liddell, Charles Francis Saun-

ders, St. Julien Grimke, M. E. Leicester-Addis, Martha McCulloch Williams, William Hamilton Hayne, Herbert Bashford, Rosalie M. Jonas, R. K. Munkittrick and others. This number contains over eighty-five illustrations, including Wenzell's full-page frontispiece for Egerton Castle's charming serial story, "April Bloom."

Wright's Australia, India, China and Japan Trade Directory and Gazetteer. Publisher, George Wright, New York. Price \$10.

The fifth edition of this valuable directory, which has been published for twenty years, has just come from the press. It contains nearly 3800 pages, containing a full list of merchants, trades and professions in the countries covered by it, which include Australia, India, China, Japan, Canada, Central and South America, the West Indies and South Africa. It is not only a directory for merchants, but is full of condensed practical information of the kind specially required by manufacturers and others seeking to develop trade in foreign lands. The trades are classified under each town, which is a great advantage even over local directories. The information in this book about the British colonies and about the countries toward which American trade is expanding will be found of value to exporters. The compiler has been materially assisted by postmasters, railway companies, consuls, bank managers and merchants in the countries covered by the publication.

Self-Culture for June appears with a varied table of contents that offers not only a wide range of reading, but also a class of articles of the highest literary merit, many of which are handsomely and instructively illustrated. The opening paper, on Harvard University, contains several fine portraits of members of the faculty whose names are linked with the extraordinary recent growth of that ancient institution of learning. Rear-Admiral Roe, in an article entitled "The Unrest of the Nations," reviews the powers of the world and points out the tendencies to unrest among their peoples, together with the causes of those tendencies. A sketch of the life and work of Honore de Balzac shows the great novelist at work and tells of his early struggles for fame and fortune as well as of the dashing of the cup of happiness from his lips when he had just attained domestic felicity. Some interesting private letters of Dr. O. W. Holmes, and personal reminiscences of that amiable anatomist and litterateur, are given by Dr. George Stewart.

The June Ladies' Home Journal reaches the top notch of excellence in both its pictorial and literary features. It opens with a page drawing of Longfellow's "Evangeline," and gives a group of pictures showing some "Fetes of College Girls." An interesting description is given of "The Creole Girl of New Orleans," and "Housekeeping on an Ocean Steamship" is graphically portrayed. "How a Young Man Can Work His Way Through College" has a practical value for every poor boy ambitious for higher education, and "Telling the Character from Handwriting" is interesting and entertaining. Bishop, priest, rabbi and minister contribute to a symposium on "What is the Good of Going to Church?" and the Rev. Newell Dwight Hillis, D.D., discusses "Pains that Polish Perfection." The fiction of the June Journal includes the second instalment of Anthony Hope's "Captain Dieppe," Sophie Swett's story, "The Revolt of Sar' Abby Quint," the first of "Ol Peckham's Opinions," and four chapters of "A College Courtship."

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alexander City—Cotton Mill.—It is proposed to organize a \$50,000 company, with a view of increasing to \$100,000, for the manufacture of cotton goods. F. M. Douglas of the Tallapoosa Oil Co. can be addressed for information.*

Birmingham—Cotton-oil Mill.—T. J. Pinkard of Opelika, Ala., and Mr. Vernon of Atlanta, Ga., have purchased site at East Birmingham for \$2000 and will expend \$50,000 in the erection of a cottonseed-oil mill.

Birmingham—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. is having estimates made on the cost of erecting a fifth iron furnace at Ensley City with a capacity of 200 tons per day.

Birmingham—Ore Company.—The Woodstock Ore Co. has been incorporated, with a capital stock of \$30,000, by G. P. Martin, W. L. Martin and R. F. Berry.

Fruithurst—Grape Packing-house.—E. B. Hammett & Co. have let contract to I. J. Grant for the erection of a fruit packing-house 42x100 feet to cost \$2000; will have capacity for handling three carloads of grapes per day.

Gadsden—Road Improvement.—An election will be held on July 3 to decide the issuance of \$100,000 of bonds for the improvement of Etowah county roads. Address "County Clerk."

Huntsville—Land Development.—T. C. Du Pont of Johnstown, Pa., and N. F. Thompson of Huntsville have organized the West Huntsville Land Co., with a capital stock of \$50,000, for the development of 600 acres of land recently purchased between the city limits and site of the Merrimack Mills; John N. Waters, president; T. W. Pratt, vice-president; N. F. Thompson, secretary, treasurer and general manager. Address the last named.

Huntsville—Light and Power Plant.—The Huntsville Railway, Light & Power Co. will erect an electric-light and power plant. Address N. F. Thompson.

Huntsville—Cotton Mill.—It is rumored that the Dallas Manufacturing Co. will double the capacity of its cotton mills at a cost of \$500,000 and establish a bleachery; present equipment 25,000 spindles and 750 looms; T. B. Dallas, Nashville, Tenn., president.

Mobile—Brewery.—The Mobile Brewery, A. S. Lyons, general manager, will erect an additional building for the purpose of increasing the capacity of its plant; contemplated improvements will cost about \$10,000.

Montevallo—Cotton Mill.—Burgess Little and others are organizing a company for the erection of a cotton mill, as reported last week; capital stock \$100,000; it will probably be a combination yarn and cloth mill.

Opelika—Fertilizer Factory.—A \$100,000 company has been organized for the erection of a large fertilizer factory; site of 100 acres has been purchased near Opelika. W. T. Wear can give information.

Opelika—Cotton Mill.—A company will be organized for the erection of a \$100,000 cotton mill. W. T. Wear can give information.

Ozark—Cotton Mill.—Efforts will probably be made for the establishment of a co-operative cotton mill. Address Mayor J. E. Acker.

Talladega—Iron Furnace.—The Talladega furnace will be put in blast; George Douglass, secretary-treasurer.

Tuscaloosa—Cotton Mill.—The J. Snow Hardware Co. will install twenty-four additional looms, giving an equipment of 104 looms and 4350 spindles.

Tuscaloosa—Planing Mill and Woodworking Factory.—C. W. Robinson of Meridian, Miss., and F. M. Harder of Cincinnati, Ohio, will erect a woodworking factory (as lately reported) and planing mill at Tuscaloosa; plant will cost \$12,000.

ARKANSAS.

Arkansas—Saw Mills.—W. M. Wright of Memphis, Tenn., the general Southern manager of the Empire Lumber Co., Buffalo, N. Y., has closed contract for the purchase of 20,000 acres of timber land in Arkansas, and will erect several saw mills.

Harrison—Lead and Zinc Mines.—Henry Steinlage, Charles F. Busche, Fred W. Jost, Jr., John Frewer and Lawrence E. Dow have incorporated the Model Zinc & Lead Mineral & Milling Co., with a capital stock of \$30,000.

Harrison—Zinc and Lead Mines.—The American Zinc & Lead Mining & Milling Co. has been incorporated, with A. N. Milner, president; Charles Starbeck, vice-president; W. M. Sims, secretary and treasurer; capital stock \$30,000.

Lake City—Lumber, Building Materials, etc., Mill.—The Seminole Lumber Co. (lately reported as incorporated for the manufacture of lumber, building materials, etc.) has purchased a mill already in operation, has remodeled same and added considerable new machinery, increasing its output about 100 per cent. Address for particulars V. W. Long, Room 42, Marine Bank Building, 33 South Gay street, Baltimore, Md.*

Lake Helen—Starch Factory.—J. P. Man and others will organize a company (as lately reported) for the manufacture of starch from cassava and coontie; capital stock \$10,000; cost of plant \$6000.

Marianna—Cotton-oil Mill.—The name of the company lately reported as being organized for the erection of a cottonseed-oil mill is the Marianna Cotton Oil Co., with T. Lesser, president; J. R. Jarratt, vice-president; J. A. Plummer, secretary.

Marianna—Water Works.—The Marianna Water Works, Peter Brickley, president, will soon want bids on the construction of a system of water works.

Pine Bluff—Electric-light Plant and City Hall.—The city has appointed a committee to prepare improvement plans for the purpose of building a City Hall and electric-light plant. Address "The Mayor."

Pine Bluff—Commission and Brokerage.—The J. D. Milner Co. has been incorporated by J. D. Milner, J. T. Lloyd and Alexander Perdue, president, vice-president and secretary, respectively; capital stock \$5000.

FLORIDA.

Citrus County—Phosphate Plant and Saw Mill.—The Laurent Phosphate Co., Paul Jumeau, Floral City, representative (reported last week under Inverness), has purchased 320 acres of phosphate land in Citrus county and will erect a plant of forty or fifty tons capacity per day; company will also erect saw mill to furnish lumber for its buildings.

Manatee—Fuller's-earth Mines.—It is reported that Belmont Tiffany of New York,

representing a syndicate, is investigating with a view of developing on an extensive scale the fuller's-earth mines in Manatee owned by the syndicate.

Milton—Lumber Mills.—The Robinson Point Lumber Co. has been incorporated, with a capital stock of \$20,000, for the manufacture of lumber and other wood products, by T. Thomassello, H. H. Boyer, William S. Rosasco and John Hannah.

GEORGIA.

Acworth—Cotton-oil Mill and Fertilizer Factory.—E. W. Lemon and others have organized a company for the erection of a cottonseed-oil mill and fertilizer factory, as recently reported; will put in only one press this season, but building will be erected for a two-press mill; contract for most of the machinery has been awarded.*

Atlanta—Smelter.—The Southern Smelting Co., J. Edgar Blake of Denver, Col., vice-president and treasurer, has contracted for the erection of gold smelter lately reported; will have capacity of seventy-five tons per day.

Atlanta—Power-house.—The Collins Park & Belt Railroad Co. has in view extensive improvements which will necessitate the enlargement of its power-house, etc. Address J. C. Simmons, president.

Dublin—Cotton Mill.—Frank W. Powell and associates are organizing a \$50,000 company for the erection of a cotton mill.*

Fort Gaines—Laundry.—George D. Speight, Fort Gaines, Ga., contemplates establishing a steam laundry.*

Greensboro—Cotton Mill.—The company lately reported has organized as the Mary-Lella Cotton Mills, with capital stock of \$100,000; will install a 5000-spindle plant and has awarded contract for the machinery; C. E. Monfort, secretary.

Homerville—Saw Mill.—Atlanta capitalists have purchased large tracts of timber land in Clinch county and will erect saw mills; names of parties to be announced later.

Lumber City—Lumber Mill.—The Ocmulgee Co-operative Manufacturing Co. (lately reported as organized) has purchased 700 acres of land and has mill ready to operate 65-horse-power boiler, 50-horse-power engine; also has shingle mill and other machinery, and will later establish dry-kilns, planing mill, sash, door and blind and furniture factory, etc.; J. W. Moore, president.*

Monticello—Underwear Factory.—B. Jordan contemplates establishing an underwear factory.*

Quitman—Saw Mill.—Johnson B. Boyd of Norcross, Ga., has purchased for J. H. & Z. B. Oglesby 120 acres of land near Quitman, on which they will erect a large saw mill.

Rome.—Efforts will be made for the establishment of a co-operative cotton mill. Address secretary Board of Trade.

Rome—Telephone System.—The East Tennessee Telephone Co. of Chattanooga will extend its lines from Chattanooga to Rome at a cost of between \$10,000 and \$20,000; Samuel Erwin, manager.

Savannah—Crematories.—The city is discussing the advisability of building one or two crematories. Address "The Mayor."

Thomasville—Spoke Factory.—The Thomasville Spoke Works will be enlarged by the erection of an additional building; J. A. Green, manager.

Waynesboro—Cotton Mill and Electric-light Plant.—Major Wilkins, P. L. Corker and W. C. Hillhouse have purchased a water-power near Waynesboro and have formed a company to develop the property and build an electric-light plant to furnish light and power; bids have already been received from contractors; company is also figuring on the erection of a cotton mill.

Waynesboro—Saw Mill.—J. E. Templeton has established a steam saw mill.

KENTUCKY.

Brooksville—Tobacco Factory.—The White Burley Tobacco Co. has been organized, with a capital stock of \$5000, for the manufacture of plug tobacco.

Cloverport—Stone Quarries.—The Spotsville Iron Gravel Co. is installing steam drills and a large stone crusher at its quarries.

Cloverport—Stone Quarries.—Several new steam drills and bolsters have been installed in the Cornwell stone quarry, and about fifty operatives employed.

Greenup—Flour Mills.—The Greenup Milling Co. has contracted for remodeling its 75-barrel mill.

Guthrie—Flour Mill.—Contract has been let for remodeling and rebuilding the Guthrie Roller Mills; new machinery and modern engines and apparatus will be installed.

Henderson—Flour Mill.—The Kentucky Milling Co. has increased its capital stock from \$10,000 to \$18,000 and is rebuilding its burned plant; machinery and buildings all contracted for.

Lebanon—Tobacco Factory.—The Old Kentucky Tobacco Co., lately reported as incorporated by B. T. Conway and others, has established a factory for the manufacture of tobacco.

Lexington—Telephone System.—J. J. Downey, No. 29 Bodman Building, No. 621 Main street, Cincinnati, Ohio, has incorporated the Fayette Telephone Co., with a capital stock of \$60,000.*

Lexington—Telephone System.—John J. Downey of Cincinnati, Desha Breckinridge, John R. Allen, John T. Shelby, F. A. Bullock and others have incorporated a \$6000 telephone company to operate in Lexington and Fayette county.

London—Wagon Factory.—B. F. Metcalf & Co. of Erin, Tenn., will establish a wagon factory at London.

Louisville—Distillery.—Paul Jones & Co. will, it is reported, erect a \$250,000 distillery.

Louisville—Distilling Company.—Joseph Rosenbaum, Raymond G. Shipman, Hoyt F. Spooner, George H. Westfall of New York, and Thomas Darlington of Greenwich, Conn., have incorporated the Sour Mash Distilling Co., with an authorized capital of \$12,000.

Louisville—Telephone System.—James E. Caldwell and associates, who are interested in and control the Cumberland Telephone & Telegraph Co., have purchased the majority of the stock of the Ohio Valley Telephone Co. of Louisville and assumed control of the plant. The absorption of the Ohio Valley Company will result in a telephone system extending from Louisville to New Orleans.

Louisville—Road Improvements.—It has been decided to appropriate \$30,000 for the improvement of roads throughout the county; county surveyor was authorized to advertise for bids for laying a macadam road from the city limits as far as Fry's Hill; also decided to appropriate \$1000 for the improvement of each of the five roads in the county. Address "The County Clerk."

Louisville—Extract Factory.—The C. W. Adams & Sons Co. has been incorporated, with a capital stock of \$75,000, for the manufacture of extracts of all kinds, to grind and mix coffee, etc., by C. W. Adams, R. E. Adams and L. L. Adams.

Louisville—Drying-machine Company.—The J. E. Turney Drying-Machine Co. will be reorganized with larger capital; R. H. Courtney, secretary.

Ludlow—Grocery Company.—H. E. Langdon of Cincinnati and others have incorporated the Ludlow Co-operative Grocery Co.

Maysville—Shoe Factory.—It is reported that a shoe factory to employ 450 operatives will be established. Names of interested parties will be announced later.

Shelbyville—Planing Mill.—Phillip & Co. have established a new planing mill.

Somerset—Road Improvements.—An election will be held in November to decide the issuance of \$100,000 of bonds for the building of turnpike roads in Pulaski county. Address "County Clerk."

Vanceburg—Timber-land Development.—R. D. Wilson, John Cox and E. C. Rowland have purchased the timber on the F. S. Postal 12,500-acre tract of land for \$6000, and will develop it.

LOUISIANA.

Bastrop—Electric-light Plant, Water Works, etc.—The city has decided by popular vote to issue bonds for the construction of water works, erection of electric-light plant, town hall and college building. Address "The Mayor."

Crowley—Rice Mill.—J. E. Platt, proprietor of the Eagle Rice Mill, previously burned, is rebuilding, as lately reported; will have capacity of 400 barrels clean rice per twenty-four hours.

Lake Charles—Lumber Mill.—A. L. Mitch-

ell of Stark will rebuild his lumber mill, recently burned.

Lake Providence—Water-works and Electric-light Plant.—The city has selected Arthur B. Hider, engineer, to prepare plans and specifications for its proposed \$17,500 water-works system and electric-light plant. Address "The Mayor."

Monroe—Cotton Mill.—The movement for a cotton mill, noted last week, resulted in the formation of the Monroe Cotton Factory, to have a capital stock of \$100,000 and erect a mill of 10,000 spindles. Judge A. A. Gunby can be addressed for information.

Natchitoches—Cotton Gin.—J. T. Clark is erecting a cotton gin.

New Orleans—Commission Company.—Luca Vaccaro, A. Spano, D. X. Giamforaro and others have incorporated the Merchants' Produce Co., Limited, for the purpose of conducting a general commission business; capital stock \$50,000.

New Orleans—Paper Mill.—Efforts are being made for the organization of a company to erect a paper mill. Names of interested parties will be announced later.

New Orleans—Cotton Mill.—The Lane Mills of New Orleans will double its capacity; present equipment 17,000 spindles and 400 looms; J. Freyhan, president.

New Orleans—Sewerage, etc.—The city has decided by popular vote to levy a tax for sewerage, drainage, pure water, paving, park and other improvements. The plan contemplates an expenditure of \$14,000,000 in the next few years. Address "The Mayor."

Opelousas—Land Development.—The Bogani Co., Limited, has been incorporated, with Vincent W. Bogani, president; Edward M. Bogani, vice-president; J. J. Thompson, secretary-treasurer, and M. C. Moseley, attorney, for the purpose of developing lands; capital stock \$9000.

Shreveport—Car Shops.—The Kansas City, Pittsburg & Gulf Railroad Co. will enlarge its car shops in West Shreveport, among the contemplated improvements being a woodworking plant, where the company will manufacture its own passenger and freight cars. Address R. Gillham, general manager and chief engineer, Kansas City, Mo.

MARYLAND.

Baltimore—Rubber Company.—The Bolivia Rubber Co. has been incorporated by Frank E. Crew, William H. Clowney, William O. Oursler and others; capital stock \$100,000.

Baltimore—Chemical Works.—Calvin T. Davidson has purchased the plant of the Nitroene Co. for \$18,000 and it is understood he will put it in operation.

Baltimore—Medicine Factory.—Louis Yakel, proprietor of the Kohler Manufacturing Co., has purchased site for \$32,000 and will erect a six-story building 90x90 feet at a cost of \$50,000 for the manufacture of patent medicines; present address 16 East German street.

Baltimore—Bicycle-lock Company.—John F. Clark, N. Tip Slee, Robert A. Taylor, Joseph A. Gilpin and others have incorporated the Maryland Bicycle Lock Co., with a capital stock of \$25,000, for the purpose of placing in public buildings a bicycle lock to prevent theft.

Baltimore—Brewery.—George Norbury Mackenzie (3d) is preparing plans for the proposed brewery of William Kruger and others; it will be a six-story brick and granite building, to cost \$50,000, and include bottling-house 31x60 feet; main building to contain offices and tanks for storing and cooling beer; a large ice plant is contemplated.

Easton—Mattress Factory.—William H. and Robert Kemp will establish a mattress factory to employ thirty operatives.

Towson—Farm Lands.—The Marble Valley Farm Co. of Baltimore county has been incorporated by John S. Crowther, William B. Crowther, Joseph M. Crowther and Francis B. Crowther for the purpose of dealing in farm lands; capital stock \$16,000.

Washington, D. C.—Furnace Works.—Geo. L. Taylor, Otis D. Sweet, Chas. D. Sweet, Thos. M. Blakemore and John F. Cox have incorporated the Union Furnace Co. for the purpose of manufacturing, selling and installing furnaces; authorized capital \$1,000,000.

MISSISSIPPI.

Canton—Cotton Mill.—Pietro Trollo, C. Smith, John Wohner, C. L. Gross Co., J. Lutz, F. C. McAllister and others will organize a \$200,000 company for the erection of the cotton mill reported during the week.

Hattiesburg—Telephone System.—J. P. Walker, manager of the Walker Long Distance Telephone Co. of Meridian, Miss., has

perfected arrangements for the construction of a system from Hattiesburg to Gulfport.

Hattiesburg—Lumber Plant.—The J. J. Newman Lumber Co. contemplates duplicating its present plant, the capacity of which is about 100,000 feet per day.

Jackson—Laundry.—H. H. Eastland, proprietor of the Jackson Steam Laundry, recently burned, will rebuild at once; twenty-five operatives will be employed.

Lexington—Cotton-oil Mill.—A company has been organized and is about to contract for the erection of a 40-ton cottonseed-oil mill, as lately reported. Address H. W. Watson.

Lexington—Cotton Mill.—A company will be organized for the erection of a cotton mill, with capacity for using about 4000 bales of cotton per annum, as much as possible to be spun direct from the wagon without intermediate baling. Address H. W. Watson, who is interested.*

Lumberton—Lumber Mill.—Chartered: The Camp & Hinton Co., with a capital stock of \$600,000, by J. J. White, J. H. Hinton, H. A. Camp, R. W. Hinton and H. A. Folk, for the manufacture of lumber, etc.

Meridian—Cotton Mill.—The Meridian Cotton Mills (lately reported) has increased its capital stock to \$200,000 and begun adding 248 looms, with necessary spinning; weaver-room will be erected sufficient for 600 looms, 450 of which will be placed at once with its present 202 now running; is also adding dye-house 50x80 feet, and may include bleaching. These additions will require about 175 additional employees, making 350 in all; Louis Cohn, general manager.

Moorhead—Oil Mill.—A company has been chartered for the erection of a cottonseed-oil mill. Names of interested parties will be announced later.

Tupelo—Cotton-oil Mill.—The Tupelo Cotton Oil Co. (lately reported as incorporated) will erect a 60-ton cottonseed-oil mill, machinery for which has been ordered; an electric-light plant will also be installed.

Winona—Electric-light Plant.—W. R. Hall, secretary-treasurer East Tennessee Light & Power Co., Athens, Tenn., will construct a plant in Winona this summer.

Yazoo City—Telephone Company.—George S. Irving, W. A. Campbell, F. W. Sharborough, J. W. Hoolfork and others have incorporated the Sunflower & Silver Creek Telephone Co. of Yazoo county; capital stock \$800.

MISSOURI.

Carthage—Weather-strip Factory.—D. D. Mayfield of Robinson, Ill., will establish a weather-strip factory in Carthage.

Carthage—Lead and Zinc Mines.—Chartered: The Premier Mining Co., by C. A. Blair, C. W. Rinehart, M. R. Lively and others; capital stock \$50,000.

Carthage—Lead and Zinc Mines.—The Massachusetts Lead & Zinc Mining Co. has been incorporated by Hon. Howes Norris of Boston (president), Benj. Cook of Fall River (treasurer), William B. Young of Boston and Samuel Ward; company purchased the Hayseed mines near Carthage, comprising 165 acres, and will at once develop on an extensive scale, improving and enlarging plant, etc.; capital stock \$300,000.

Joplin—Lead and Zinc Mines.—F. B. Norton has purchased and will develop forty acres of mineral land near Joplin.

Joplin—Mining and Milling.—The Kansas City Mining & Milling Co. has been incorporated, with a capital stock of \$100,000, by W. A. Mount, L. R. Bolles, W. S. Felts and others.

Kansas City—Foundry.—George Pugh is building a 55-foot addition to his foundry, making it 105x140 feet and increasing capacity to twenty tons of sash weights per day.

Kansas City—Lead and Zinc Mines.—D. W. Shackelford, R. T. Walker, J. V. Moffatt and others have incorporated the Carbonate Mining Co., with a capital stock of \$50,000.

Kansas City—Shoe Factory.—The Bond Shoe Co. has purchased site for \$30,000 and will erect a six-story shoe factory to cost \$40,000; machinery and equipment, which is being contracted for, will cost \$15,000.

Kansas City—Chartered: The Kansas City Velodrome Co., with a capital stock of \$2500, by E. L. Bruce, E. H. Klenzie and others.

Kansas City—Tobacco Factory.—The Western Tobacco Co. has been formed and purchased machinery for the manufacture of tobacco.

Mountain Grove—Canning Factory.—The Lake Lilly Canning Co. has been incorporated, with a capital stock of \$4200, by H. Keely, N. P. Taylor, C. Wittmer and others.

Oronogo—Lead and Zinc Mines.—The

Bunker Hill Mining Co. has increased its capital stock from \$14,400 to \$100,000.

Sedalla—Electric and Heating Company.—The Sedalla Electric & Heating Co. has been incorporated, with a capital stock of \$100,000, by J. C. Van Riper, S. H. G. Stewart, A. M. Trader, John Montgomery and others.

Sedalla—Piano Factory.—The National Piano Co. of Oregon, Ill., is investigating with a view of removing its factory to Sedalla.

Sedalla—Lead and Zinc Mines.—The company recently reported to be formed by Peter Lane and others for the development of lead and zinc mines will be known as the Lane Mining Co.

Springfield—Hop Company.—Chartered: The Springfield Hop Co., by H. M. Robinson, H. C. Mosher and others and B. F. Hobart of Laclede Building, St. Louis; capital stock \$12,000.

St. Louis—Factory.—The Twenty-first Street Realty Co. has secured permit for the erection of a four-story factory to cost \$40,000.

St. Louis—The Hopkins Adding Machine Co. has increased its capital stock to \$150,000 from \$60,000 and changed its name to the Adding Machine Co.

St. Louis—Mercantile.—The Dwyer Bros. Mercantile Co. has been incorporated, with a capital stock of \$250,000, by W. H. Dwyer, A. J. Dwyer and F. E. Reis.

St. Louis—Foundry and Machine Shops.—The Arthur Fritsch Foundry & Machine Co., lately reported as incorporated, has an established plant fully equipped.

St. Louis—Chartered: The Crystallized Egg Co., with a capital stock of \$100,000, by C. Fred Lamont and others.

St. Louis—Cigar Factory.—The Famous Cigar Co. has been chartered by Samuel, Lena and Charles Werner, with a capital stock of \$5000.

St. Louis—Brass and Metal Company.—Chartered: The Moore-Jones Brass & Metal Co., with a capital stock of \$200,000, by E. A. Moore, H. T. Jones, C. W. Jones and others.

St. Louis—Biscuit Factory.—Will W. Moore of Chicago, J. Russell Moore, Edwin L. Bartlett, William C. Anderson and John E. Cartwright have incorporated the Union Biscuit Co., with a capital stock of \$50,000, for the erection of a large biscuit and cracker factory.

St. Louis—Chartered: The Rothwell Mineral Springs Co. has been incorporated, with a capital stock of \$3000, by J. S. Rothwell, R. H. Stockton, L. S. Morse, Alfred Boyle and others.

St. Louis—Automobile Company.—A company is being organized for the operation of passenger and freight automobiles, and later on will manufacture. Names of interested parties will be announced later.

NORTH CAROLINA.

Burlington—Cotton Mill.—The Elmira Cotton Mills is adding a large finishing department; present equipment 5000 spindles and 450 looms.

Charlotte—Power Plant.—The Charlotte Consolidated Construction Co. is having plans prepared by Hook & Sawyer for its proposed new power-house, which will be L-shaped, 190 feet each way; the machinery room will be refitted with new dynamos, and another large engine.

Gastonia—Electric-light Plant, Water Works and Sewerage System.—The city will hold an election on August 1 to decide the issuance of bonds for the erection of electric-light plant and construction of water works and sewerage systems. Address Mayor Lewis.

Goldsboro—Brick Works.—S. Pitman will establish a brick plant.*

Henderson—Tannery.—L. T. Howard will establish a tannery, as recently reported; capacity 1000 hides per year.

Kinston—Prizery.—May & Forbes are erecting a prizehouse for drying and stemming tobacco; 150 operatives will be employed.*

Laurinburg—Cotton Mill.—The new mill company will be known as the Scotland Cotton Mill, A. L. James being president; the equipment will be 5000 spindles and complete, as has been stated.

Louisburg—Prizery.—C. B. Cheatham is erecting a prizery 50x140 feet, which will be equipped with a steam drying plant.

Louisburg—Water Works and Sewerage System.—The city will submit to its voters the matter of issuing bonds for the construction of the water works lately reported, also for construction of sewerage system. Address J. M. Allen.

Monroe—Oil Mill.—W. C. Heath can give information regarding the proposed cottonseed-oil mill, lately reported to be erected.

Mooreville—Cotton Gin and Furniture Factory.—B. A. & J. D. Troutman of Ohio will establish a cotton gin with capacity for ginning thirty-five bales per day; in addition they will erect a building and establish furniture factory.

Raleigh—Street Improvements.—The city has voted the issuance of \$100,000 of bonds for street improvements. Address "The Mayor."

Raleigh—Cotton Mill.—W. W. Vass and C. G. Latta have organized a company for the purchase of the entire tract (121 acres) at the Falls of Neuse. The plans of the purchasers have not been definitely matured, but it is reported that a large cotton mill will be placed at the falls. The brick and stone building erected by the Raleigh Paper Co. can be utilized for this purpose after being remodeled and enlarged.

Shelby—Cotton Mill.—J. F. Williams and M. M. Mauney are interested in the company lately reported as organized and as having secured site for a cotton mill; estimated cost \$100,000.

Tarboro—Artesian Well.—An eight-inch artesian well will be sunk. For further information address John A. Weddell, secretary board of public works.*

Waxhaw—Brick Works and Oil Mill.—The McCain-King Company (reported last week) will erect a 20-ton cottonseed-oil mill and install machinery for the manufacture of brick.

Weldon—Telephone System.—The Henderson (N. C.) Telephone Co. will construct a telephone system in Weldon.

SOUTH CAROLINA.

Charleston—Ice Factory.—The Consumers' Ice Co. has been incorporated by A. W. Welters, Henry Nolte, E. B. Hollings and D. S. Shroder; capital stock \$6000.

Columbia—Cotton Mill.—The Palmetto Cotton Mills, under construction for some months, has been completed; equipment is 9000 spindles and 260 looms.

Dillon—Cotton Compress.—Contract has been awarded for the erection of a round-bale compress by the Dillon Cottonseed Oil Mill.

Greenville—Furniture Factory.—J. O. Westfield, M. A. and M. W. Morgan have incorporated the Greenville Furniture Co., with a capital stock of \$10,000.

Greenwood—Cotton Mills.—The Grendel Mills will increase its capital stock from \$200,000 to \$350,000 for the purpose of erecting additional buildings to double capacity; the additional machinery, including 228 looms, has been contracted for; present equipment 10,304 spindles and 336 looms; D. A. P. Jordan, president.

Greensboro—Cotton Mill.—The Victor Manufacturing Co. (lately reported) is increasing its capital stock from \$180,000 to \$300,000 for the purpose of adding 13,000 spindles to its present equipment of 12,000 spindles and additional necessary preparatory machinery; also 350 additional looms; present building is being enlarged and will be completed by October 1, when the machinery bought will be installed; Lewis W. Parker, president and treasurer.

Marion—Cotton Compress.—The Marion Oil Mill Co. will install round-bale cotton compresses.

Pelzer—Iron Foundry.—The Pelzer Manufacturing Co. is erecting a new iron foundry for cotton machinery repairing.

Sumter—Cotton-oil Mill.—The Atlantic Cotton Oil Co., lately reported as incorporated, has absorbed the Sumter Cotton Oil & Fertilizer Co., also the Marlboro Mill Co. at Bennettsville, S. C., and Gibson, N. C. All contracts for machinery for the erection of a 60-ton plant at Bennettsville, for increasing the Sumter mill to sixty tons capacity and for remodeling the Gibson mill to a 40-ton plant have been made.

Sumter—Oil Mill.—The Atlantic Cotton Oil Co. (reported during the week as incorporated) will operate mills at Sumter and Bennettsville, S. C., also at Gibson, N. C. Address Perry Moses, Sumter.*

Union—Knitting Mills.—The Excelsior Knitting Mills will increase its capital stock to \$50,000 for the improvements recently noted.

Walhalla—Cotton Mill.—The Walhalla Cotton Mills Co. will issue \$50,000 in preferred stock for the purchase of new machinery; present equipment 5000 spindles and 187 looms; John D. Veneer, president.

Warrenville—Cotton Mill.—The Warren Manufacturing Co. will increase its capital stock from \$200,000 to \$500,000 for the pur-

pose of equipping its mill to its fullest capacity, operating 30,000 spindles; the company now operates 14,000 spindles.

TENNESSEE.

Athens—Electric-light and Power Plant.—The East Tennessee Light & Power Co., lately reported as incorporated for manufacturing electric light and electric motive power, has a plant already established. Address W. R. Hall, secretary-treasurer.

Bristol—Land Improvement.—The Bristol Home Co. has been incorporated, with a capital stock of \$100,000, with B. S. Clark of New York, president; George M. Holstein, Pulaski, Va., vice-president; Thomas Clyde, New York, secretary-treasurer, to conduct real-estate business.

Chattanooga—Roofing-tile Works.—John Welch and others are organizing a company for the establishment of roofing-tile works; \$15,000 has already been subscribed.

Chattanooga—Machine Shop.—Casey & Hedges have awarded contract for the erection of a new brick and stone machine shop 60x120 feet; a \$10,000 hydraulic riveting plant has been installed, and the number of operatives increased from 110 to 160.

Chattanooga—Water Works.—The City Water Co., D. J. O'Connell, superintendent, does not intend making any extension or improvements to its water works, as recently reported.

Chattanooga—Iron Furnace.—The plant of the Chattanooga Iron furnace has been purchased by the Southern Mining Co. of Atlanta, Ga., and will at once be blown in.

Cleveland—Silica Deposits.—Mr. Cloman of Homestead, Pa., has leased lands near Tucker's Spring containing silica deposits, and will develop at once.

Cleveland—Barytes Mill.—It is reported that a barytes mill with a capacity of 100 barrels per day will be erected by the mine owners of Cleveland.

Columbia—Warehouse.—The Columbia Mercantile Warehouse Co. has been incorporated, with a capital stock of \$5000, by E. C. Latta, L. P. Padgett, W. M. Cheairs, Robert Church and Sims Latta.

Dickson—Electric-light Plant and Flour Mill.—W. T. Anderson is erecting a 75-barrel roller process flour mill. An electric-light plant sufficient for lighting the city will be connected with the mill.

Fayetteville—Tobacco Warehouse.—A company is being formed, with J. W. Ingold, secretary, for the erection of a tobacco warehouse having 9750 square feet of floor space.

Fayetteville—Water Works.—Contract has been awarded to Guld & Co. of Chattanooga at \$34,200 for the construction of the proposed water-works system at Fayetteville.

Fayetteville—Saw Mills.—The Lewis Lumber Co. has been organized, with H. M. Bigford of the Sone & Bigford Co. of Boston, Mass., president; B. A. Lewis of Fayetteville, secretary-treasurer. Company bought and will operate mill formerly owned by Worland Lumber Co.; will begin operations at once.

Friendship—Flour Mill.—Chartered: The Friendship Roller Mill Co., with a capital stock of \$8000, by T. Grounds, J. A. Coffman, J. J. Tatum and others.

Goodrich—Iron Furnace.—The Standard Iron Co. expects to have the Goodrich furnace in operation by July 1; H. Cooper, president.

Halls—Flour Mill.—Tigrett-Nunn Milling Co. has contracted for remodeling its 50-barrel flour mill.

Harriman—Tannery.—The tannery previously reported as being erected is nearing completion and will employ about 100 operatives. Address S. P. Blair, general manager.

Memphis—Sewerage System.—The city will expend about \$100,000 in constructing fifteen miles of sewers. Address "The Mayor."

Mont Eagle—Glass Factory.—The Tennessee Glass Co., lately reported as organized by W. H. Crawford, 323½ Union street, Nashville, Tenn., and others for the erection of a glass factory at Mont Eagle, will change its name to the Tennessee Glass Manufacturing & Mining Co. It has also been decided to make it a \$100,000 plant instead of a \$50,000 plant, as at first intended.

Nashville—Mercantile.—The Spurlock-Neal Co. has been chartered to conduct a general merchandise and drug business by E. M. Neal, T. J. Webb, C. S. Martin and others; capital stock \$120,000.

Rogersville—Electric-light Plant.—Chartered: The Rogersville Electric Light Co., by C. C. Cochran, A. B. Rogan, S. Webster and others; capital stock \$5000.

Wartrace—Telephone System.—Efforts are being made for the establishment of a telephone system. Address John E. Russell, manager.

TEXAS.

Belton—Mercantile.—Charles S. Fisher and others have incorporated the Fisher & Monger Company, with a capital stock of \$20,000, to conduct general mercantile business.

Bolivar—Mercantile.—Chartered: The Bolivar Mercantile Co., with a capital stock of \$5000, to conduct a general mercantile business; incorporators, L. A. Dickson, A. J. Nance and B. F. Gambill.

Brenham—Artesian Well.—The city will sink an artesian well 2000 feet for the purpose of increasing the supply for the water-works system. Address "The Mayor."

Corsicana—Mineral-land Development.—The Southern Development Co. has been incorporated for the purpose of developing coal and other minerals, petroleum, etc., by Henry M. Ernst and Charles A. Calhoun of Corsicana and Henry T. Kend of St. Louis, Mo.; capital stock \$1500.

Doucette—Saw Mill.—James Holloman will erect a saw mill at Seneca for cutting ties; capacity 300 ties per day.

Dublin—Machine Shops.—The Texas Central Railroad Co., Charles Hamilton, vice-president and general manager, Waco, Texas, will erect machine shops at Dublin; machine shop, boiler shop, blacksmith shop and engine-house will be of stone; car shops and sheds, paint shop, etc., will be of corrugated iron.

El Paso—Mining and Smelting.—The Federal Copper Co. has been incorporated, with a capital stock of \$500,000 to conduct a general mining and smelting business; incorporators, George E. Fitzgerald, Leigh Clark and H. B. Hamilton.

Ennis—Oil Wells.—The Ennis Oil Co. has been incorporated by E. J. Pittman, J. M. Calhoun, G. M. Hackler and others; capital stock \$20,000.

Gatesville—Telephone System.—The Gatesville Telephone Co. has been incorporated to establish a long-distance telephone system between Gatesville and Hamilton; capital stock \$5000; incorporators, A. D. Honeycutt, W. L. Oldham and K. E. Falker.

Gonzales—Cotton-oil Mill.—The Gonzales Cotton Oil & Manufacturing Co. has been incorporated, with a capital stock of \$35,000.

Houston—Sewerage System.—The city will hold an election on July 11 to decide the issuance of \$300,000 of bonds for sewerage system. Address "The Mayor."

Marlin—Water Works.—The city will construct system of water works. Address B. C. Nettles.*

McKinney—Compress.—Another round-bale compress will be erected. Names of interested parties will be announced later.

Midlothian—Cotton-oil Mill and Ginnery.—The Midlothian Cotton Oil Co. (lately reported as organized) will erect a cottonseed-oil mill and ginnery. Address W. L. Hawkins, manager.*

Mineola—Mercantile.—The H. M. Cate Dry Goods Co. has been incorporated by H. M. Cate and others, with a capital stock of \$20,000.

Mount Vernon—Electric-light Plant.—The company lately reported to be organized for the erection of an electric-light plant will be known as the Mount Vernon Electric Light Co., with R. A. Day, president; J. H. Gordon, vice-president, and T. B. Banister, secretary and treasurer.*

Newtonville—Saw Mills.—John H. Kirby, Houston, Texas, will erect two large saw mills at Newtonville.

San Antonio—Hardware Company.—The Heusinger-Basse Hardware Co. has changed its name to the Heusinger Hardware Co.; Edward W. Heusinger, secretary.

San Antonio—Chartered: The B. L. Burnett Company, with a capital stock of \$20,000, by R. L. Burnett and others.

Terrell—Mercantile.—The Famous Company has been incorporated by Robert W. Warren, R. M. Burns and Gregg C. Powell, with a capital stock of \$6000.

Waxahachie—Grain Elevator.—A grain elevator will be established in the old Ringo roller mill. Names of promoters will be announced later.

Waxahachie—Grain Company.—T. M. Sleeper and others have formed the Sleeper Grain Co., with a capital stock of \$100,000, to deal in grain, etc.

Yoakum—Cotton Compress and Ginnery.—The Texas Planters' Co. of Dallas, Texas, is erecting the round-bale compress and ginnery lately reported.

Yoakum—Compress, etc.—Contract for the

erection of the buildings of the round-bale ginnery lately reported has been awarded to E. B. Crews at \$1700.

VIRGINIA.

Alexandria—Flour Mill.—A steam flour mill will be erected. Names of interested parties will be announced later.

Berkley—Sulphuric-acid Plant.—The Columbia Guano Co., lately reported as erecting an additional building, is extending its sulphuric-acid plant only.

Burkeville—Bridge and Implement Works. A. Wheelock & Co. of Auburn, Ind., lately reported as to erect iron bridge and agricultural implement works in Burkeville; have let contract for the material for the construction of the buildings; about \$20,000 will be invested in the enterprise.

Burkeville—Buggy and Carriage Factory.—Negotiations are about completed for the establishment of a \$15,000 buggy and carriage factory at Burkeville by Eckhardt & Co. of Indiana.

Newport News—Ice Factory.—The Newport News Distilled Ice Co. has been chartered, with D. S. Jones, president; A. E. Chapman, vice-president; J. H. Wickham, secretary, and J. A. Willett, treasurer; capital stock \$25,000.

Newport News—Abattoir.—Jacob Herald has completed plans for the proposed abattoir of the Newport News Abattoir Co., previously reported, and they may be seen at his office, 441 Chestnut street, Philadelphia, Pa. The requirements of the plant in machinery will be six 150-horse-power steam boilers, six 10-ton refrigerating machines, combined capacity 240 tons refrigerating power, fully equipped; three 1000-light dynamos, multipolar-type machines.

Norfolk—Street Improvements.—The local board of Atlantic ward has requested authority for the issue of \$50,000 of bonds for the opening and improvement of streets. Address "The Mayor."

Norfolk—Cotton Warehouses, Compresses, etc.—The Norfolk Warehouse Association has been incorporated for the erection and operation of cotton warehouses, compresses, wharves, manufacture of ice and grinding of plaster; capital stock from \$20,000 to \$300,000.

Norfolk—Land Improvement.—The Ghent Land Co. has been incorporated, with a capital stock of from \$30,000 to \$50,000, for the purchase and improvement of lands.

Norfolk—Electrical-power Plant, etc.—Middendorf, Oliver & Co., Baltimore, Md., and John L. Williams & Sons, Richmond, Va., who recently purchased the property of the Virginia Electric Co. at Norfolk for \$700,000, will consolidate the light company and the street railways and form a new company to be known as the Norfolk & Ocean View Railway Co., with R. Lancaster Williams of Richmond, president. The electric-light plant will be enlarged and improved and will be used to furnish power for the street railways. The purchasing syndicate is the same that controls the Norfolk Street Railway Co. and the Norfolk & Ocean View Railway Co., R. Lancaster Williams being president of both.

Portsmouth—Electric and Gas Company.—J. T. King, C. O. Haines, R. E. Camp, W. T. Reed and G. Hatton have incorporated the Portsmouth Electric & Gas Co., with a capital stock of \$50,000.

Richmond—Cigar Factory.—The Charles M. Angle Cigar Co. has been incorporated, with Charles M. Angle, president and general manager; H. W. Kell, secretary-treasurer; purpose, manufacturing and selling cigars; capital stock to be \$5000.

Richmond—Gas Plant.—The proposed expenditure of \$10,000 for city gas works improvements has prompted the advisement of an expenditure of \$150,000 for an entirely new holder of about 2,000,000 cubic feet capacity. Address Superintendent Knowles.

Richmond—Glass Works.—John S. Bordner, secretary and general manager of the Alexandria (Va.) Glass Works, lately reported as having let contract for the erection of glass works in Richmond, has, with Lorenzo Walford, Peter Astayke, Henry Schnell, C. S. Reeves and others, formed the Richmond Glass Works. The plant will have a capacity of fifteen tons of glass per day. Gas will be used in melting and making the glass; will begin operations in a week.

Rural Retreat—Pickling and Canning Factory.—J. M. Phipps and associates contemplate establishing a pickling and canning factory.*

Staunton—Water Supply.—The city will probably increase its water supply. Address "The Mayor."

Wytheville—Broom Factory.—E. R. Ever-

sole, Will M. Whitman, Horace M. Painter and William A. Sult have established a broom factory and will enlarge to a capacity of sixty dozen per day.

WEST VIRGINIA.

Charleston—Naval Store, etc., Company.—S. P. Shotter, J. F. Myers, A. W. Carmichael and H. Jensen of Savannah, and W. I. L'Engle of Chicago, Ill., have incorporated the S. P. Shotter Co., with a capital stock of \$150,000, for farming, making, selling and dealing in naval stores, etc.

Charleston—Hames Factory.—The Narah Hame Factory will enlarge its plant so as to manufacture a general line of hames as well as the Narah patent.

Charleston—Coal and Iron Company.—The International State Coal & Iron Co. has been incorporated, with a capital stock of \$900,000, by B. F. Clark of New York, president; George M. Holstein of Pulaski, Va., and Thomas Clyde of New York.

Fairmont—Coal Mines, etc.—The George Creek Coal & Coke Co. has been incorporated, with an authorized capital of \$500,000.

Fairmont—Coal Mines.—J. A. Clark Coal & Coke Co. is putting in new plant at its Chiefton mine, including a 160-horse-power engine, two 100-horse-power each boilers, dynamo and three mining machines, and will add other mining machines as needed; J. A. Clark, president and manager.

Fayetteville—Coal Mines, etc.—James Kay, manager Low Moor Iron Co., Nuttallburg, W. Va., has purchased and will develop coal lands near Fayetteville, and will manufacture coke; output will be 1500 tons per day.*

Huntington—Grocery Company.—The Jones-Ferguson Grocery Co. has been incorporated, with a capital stock of \$30,000, by E. O. Jones, W. C. Ferguson and others.

Moundsville—Oil Wells.—The Garnet Oil Co., lately reported as incorporated, is developing oil lands in Magnolia county.

New Martinsville.—Chartered: The Pine Fork Store Co., by George Schunck, S. A. Smith and William T. Harker of King Post-office, Robert Morris of New Martinsville and others; authorized capital \$15,000.

Sistersville—Cigar Factory.—Efforts are being made to organize a \$20,000 company for the erection of a cigar factory. Address Max Fisher, who is interested.

Thomas—Electric-light Plant and Water Works.—The city will erect an electric-light plant and construct a system of water works. Address "The Mayor."

Thurmond—Coal Mines.—W. P. Rend is developing coal mines.

Washburn—Flour Mill.—Smith & Isner will build a new 40-barrel flour mill; contract let.

Wheeling—Coal and Coke Company.—Jas. L. Brown of Pittsburgh, Pa.; Howard Thompson, A. F. Gasmire, C. B. Colbon and F. G. Caldwell of Wheeling have incorporated the Brown Coal & Coke Co., with an authorized capital of \$350,000.

Wheeling—Lead and Zinc Mines.—The Wheeling Lead & Zinc Co. has been organized, with a capital stock of \$16,000, by F. C. Swift, Louis Bertschy, S. H. Bell and others.

BURNED.

Arkana, La.—The saw mill of Frost, Trigg & Co.; estimated loss \$100,000.

Arkana, La.—The Arkana Lumber Co.'s saw mill; estimated loss \$35,000.

Louisiana, Mo.—The Louisiana Box Factory; estimated loss \$7500.

Marshall, Texas.—The Marshall court-house. Address county clerk.

Mineral City, Va.—The reduction-works building of the Sulphur Mines Co., near Mineral City; estimated loss \$10,000.

Norfolk, Va.—The grist mill of J. A. McCoud, Jr.; estimated loss \$1600.

Smarrs, Ga.—The grist mills, ginnery, planing mill and wagon factory of Trammell & McCowen; estimated loss \$7000.

BUILDING NOTES.

Athens, Ala.—Warehouse.—Henry Warten is erecting a warehouse with capacity of 2000 bales of cotton.

Atlanta, Ga.—Building.—The George W. Scott Co. is reported as to erect a 15-story business building.

Atlanta, Ga.—Business Building.—The Atlanta Realty Co., H. M. Atkinson, president, will erect, it is reported, a building not less than twelve and probably twenty stories high at a cost of about \$1,000,000.

Attalla, Ala.—Business Buildings.—J. W.

Penn will erect a brick building. P. L. Walker is also to erect building.

Augusta, Ga.—Cottages.—Charles S. Heard has had plans made by L. F. Goodrich and awarded contract to J. I. Siebert for the erection of five cottages at Summerville.

Baltimore, Md.—Carpet Warehouse.—Site has been purchased by John D. Holliday and others for \$5166.68 for the erection of the new addition to the carpet warehouse of O. Herring & Co. at Howard and Marlon streets, plans for which have been prepared by George C. Haskell; improvements to cost \$15,000.

Baltimore, Md.—Church.—The congregation of St. John's Methodist Church will erect a new edifice. Address "The Pastor."

Baltimore, Md.—Dwelling.—L. Irving German will erect fifteen three-story brick and stone dwellings to cost about \$7000 each.

Baltimore, Md.—Dwellings.—Wm. Kruger let contract to G. W. Carter for erection of sixteen brick dwellings.

Belton, S. C.—Cottages.—John F. Grady, Columbia, S. C., has received contract for erecting 100 cottages at Belton for the Belton Cotton Mills Co.

Birmingham, Ala.—Theater.—Joe and Charles Smith have purchased site for \$8000 and will erect a \$50,000 theater with seating capacity for 2000.

Birmingham, Ala.—Buildings.—Mrs. W. A. Moody will erect a two-story frame dwelling to cost \$4000. G. W. Ratcliff will erect a two-story frame dwelling to cost \$8000.

Braidentown, Fla.—Business Building.—Mr. Trublood has let contract to Wadham & Baxter for the erection of a two-story 20x40-foot building.

Chattanooga, Tenn.—Dwellings.—T. M. Connell awarded contract to George C. Collins for erection of seven frame houses to cost \$7500.

Crowley, La.—Warehouse.—J. E. Platt will erect a rice warehouse.

Due West, S. C.—Home Building.—The building committee of Wythe Home will receive sealed proposals until June 19 for the erection of its proposed building according to plans and specifications prepared by Frank P. Milburn, now on file at Charlotte and Due West. Usual rights reserved. Address John T. Chalmers, secretary.

Fayetteville, N. C.—Warehouse.—The Tobacco Warehouse Co. has been formed, with W. A. Vanstory, president; W. F. Leak, vice-president; J. W. Ingold, secretary. Secretary will advertise for bids for the erection of a tobacco warehouse.

Florence, Ala.—Building.—John P. Thompson will erect a large two-story brick building.

Frostburg, Md.—Normal School.—Contract for the proposed Normal School has been awarded to the Cumberland Building Co. at \$21,000.

Gibson, Ga.—Jail.—The board of road and revenues will advertise for bids for building a new brick jail, two stories; two steel cells, etc.

Greensboro, N. C.—Jail.—Gulford county has ordered commissioners to construct new jail at once. W. H. Ragan, chairman county commissioners, High Point, N. C., may be addressed.

Greenville, S. C.—Alumni Hall.—Contract for building Furman University alumni hall has been awarded to Williams & Co. of Decatur, Ga., at \$15,000.

Greenwood, S. C.—Cottages.—The Grendel Mills will erect thirty-five cottages for operatives.

Harrisburg, Ark.—School Building.—Contract has been awarded to Thomas Plumley at \$4450 for the erection of a school building.

Huntington, W. Va.—Store Building.—Valentine & Newcomb will enlarge their store building by erection of two-story 45x65-foot addition.

Huntington, W. Va.—Home.—Contract has been awarded to the Gresham & Boyd Co. of Charleston at \$24,870 for the erection of the Home for Incurables at Huntington. Proposals will be advertised for heating, ventilating and plumbing, bids to be closed July 1. Address Judge John K. Thompson of the board of regents.

Huntsville, Ala.—Store Buildings.—W. R. Steele and W. E. Everett will erect five brick store buildings.

Kansas City, Mo.—Hotel.—James Oglesbay has purchased the Victoria Hotel for \$128,000 and contemplates remodeling and improving it.

Kansas City, Mo.—Dwellings.—Mrs. S. B. Armour is having plans made by Van Brunt & Howe for a stone residence. L. R. Moore will erect a brick and stone dwelling for William M. Reid to cost \$15,000, and one

for William A. Nettleton to cost \$10,000; Root & Siemens prepared plans.

Kinston, N. C.—Warehouse.—May & Forbes are erecting a \$4500 tobacco warehouse.

Lake Charles, La.—Warehouse.—Wall Rice Milling Co. has awarded contract to Fred Mead for the erection of a warehouse 75x130 feet.

Louisburg, N. C.—Auditorium.—Washington Duke, proprietor of the Louisville Female College, has authorized the building of an auditorium to cost between \$6000 and \$10,000.

Louisville, Ky.—Flats Building.—John B. Pirtle will erect a three-story brick flats building and stable at a cost of \$14,300.

Lynchburg, Va.—Commercial Building.—L. L. Bays will erect a three-story brick and steel building 76x46 feet.

Macon, Ga.—School Buildings.—The city will issue \$18,000 of bonds for the erection of school buildings. Address "The Mayor."

Marksville, La.—Bank Building.—Bids will be received until June 17 for the construction of a banking-house, as per plans and specifications, which may be seen at the Avoyelles Bank, Marksville, or at the M., D. and L. Exchange, New Orleans, La. Usual rights reserved. Address Avoyelles Bank of Marksville.

Mooreville, N. C.—Depot.—The Southern Railway Co. will erect a depot at Mooreville; Frank S. Gannon, general manager, Washington, D. C.

Natchitoches, La.—Depot.—The Shreveport & Red River Valley Railway Co. will erect a depot at Natchitoches.

New Orleans, La.—Theater.—Dr. George K. Pratt will rebuild the St. Charles Theater, recently burned; loss on burned building about \$30,000.

Norfolk, Va.—Parish Building.—A \$15,000 parish building for Christ P. E. Church will be erected. Address Rev. Carl E. Grammer, rector.

Norfolk, Va.—Store Buildings.—Dr. Tunstall and R. B. Tunstall are having plans prepared by J. E. R. Carpenter for two three-story store buildings, pressed-brick fronts, with terra-cotta trimmings.

Raleigh, N. C.—University Buildings.—Three new buildings will be erected at the State University, including the Alumni building, the foundation for which has been put in by Nicholas Ittner of Atlanta, Ga., at a cost of \$13,000; contract for the superstructure will be awarded on June 15; this building when completed will cost \$35,000. The Carr building contract has been let to Zachary & Zachary for \$13,976. The Y. M. C. A. building, plans for which have been prepared and accepted, to cost \$10,000, has not been contracted for.

Raleigh, N. C.—Schools.—The city has voted \$50,000 of bonds for school purposes. Address "The Mayor."

Reidsville, N. C.—Bank Building.—The Madison Bank, J. M. Galloway, president, will erect a bank building.

Richmond, Va.—Depot.—Frank P. Milburn of Charlotte, N. C., will prepare plans for a \$60,000 depot to be erected at Richmond by the Southern Railway Co. Address Frank S. Gannon, general manager, Washington, D. C.

Richmond, Va.—Tobacco Warehouse.—E. K. Victor and others will organize a \$15,000 stock company for the erection of large tobacco warehouse.

Roanoke, Va.—College.—Edward G. Frye is preparing plans for three-story brick addition of forty rooms to Randolph-Macon Woman's College, to be heated by steam from a separate apparatus and have bathrooms on each floor.

Salisbury, N. C.—Store Buildings.—Nicholas Ittner, Atlanta, Ga., has received contract at \$10,437 to erect a block of two-story store buildings at Salisbury for J. A. Hedrick; Hook & Sawyer, Charlotte, N. C., prepared plans.

Salisbury, N. C.—Courthouse.—Nicholas Ittner, Atlanta, Ga., has received contract at \$6770 for the addition and repairs to Rowan county courthouse (lately reported).

Sedalia, Mo.—Opera-house.—W. S. Epperson has completed plans for remodeling Wood's Opera House; new and complete heating apparatus will be installed.

Snow Hill, Md.—Church.—Proposals for building a brick Methodist Episcopal Church will be received up to July 1. Plans, specifications, etc., can be seen by applying to the pastor, Rev. S. M. Morgan. Right to reject any or all bids reserved.

St. Louis, Mo.—Residence.—E. O. Stanard has awarded contract for the erection of a \$35,000 residence.

Tifton, Ga.—Depot.—The Plant system,

Georgia Southern & Florida and the Tifton & Northwestern railroad companies have had plans made for a union depot at Tifton. Address George W. Haines, superintendent Plant system, Waycross, Ga.

Warrenville, S. C.—Cottages.—The Warren Manufacturing Co. has let contract for the erection of fifty cottages.

Washington, D. C.—Buildings.—A. D. Hazen has contracted for a three-story residence to be constructed of Roman Raritan brick and Hummelstown blue-cast stone; D. D. Cameron has let contract for a six-story apartment-house 73x63 feet of red Roman brick and Hummelstown stone, sixteen apartments of five and six rooms and bath each, wrought-iron balconies on each floor and numerous fire-escapes, tiled baths, vestibules, elevators, steam heat, etc. Permits have been granted to the following: Westminster Church, one-story brick building 70x30 feet, brick and Hummelstown brownstone front, pitch slate roof, cost \$25,000; Davidson & Davidson, three brick and stone dwellings, brick and Indiana limestone fronts, mansard roofs, covered with slate and tin, hot-water heat, cost \$20,000; J. J. Hemphill, three-story brick dwelling, pitch roof, furnace heat, cost \$12,000; T. B. McGuire, additions and repairs, cost \$10,100; Francis M. Vinton, three-story and basement, press-brick front, flat tin roof, steam heat, cost \$5000; Washington Traction Co., repairs, cost \$10,000.

RAILROAD CONSTRUCTION.

Railways.

Anderson, Texas.—F. B. Johnston, president of the Texas Northern Railway Co., writes the Manufacturers' Record that it is calculated to have this road graded by September 1. The company is now in the market for rails. The necessary funds have been secured, according to the president, to insure the success of this line.

Atlanta, Ga.—Edwin P. Ansley and others have asked for a franchise to construct a belt railroad to be operated by steam-power in the suburbs of the city.

Berkeley Springs, W. Va.—The Baltimore & Ohio Railroad Co. it is reported, may construct a branch about two and one-half miles in length on what is known as the Paw Paw section.

Clarksburg, W. Va.—It is reported that Hon. Stephen B. Elkins of Washington is interested in a proposed railroad from Clarksburg to Belington, a distance of thirty-five miles, which will form a connection with the West Virginia & Pittsburg Railroad.

Dallas, Texas.—Henry M. Skelton of Dallas has purchased the franchise of the Dallas, Pacific & Southeastern Railroad. It is stated that Mr. Skelton represents New York parties who may complete this line from Dallas to Sabine Pass. About eighteen miles of the road were graded by the original owners.

Dallas, Texas.—Mr. L. S. Thorne, vice-president of the Texas & Pacific Railway Co., informs the Manufacturers' Record that arrangements have been made to extend the Port Allen branch from Port Allen to New Rhodes, La., a distance of about twenty-five miles. Contracts have been partly let and the work will be pushed to completion as rapidly as possible.

Danville, Va.—It is announced that the Danville & Western Railroad will probably be changed to a broad-gauge road between Stokesland and Spray, N. C. The Danville & Western extends from Danville to Stuart, a distance of seventy-five miles. George J. Griggs at Danville is superintendent of the company.

Dardanelle, Ark.—Surveys have been completed for the Dardanelle & Ola Railroad to be built from Dardanelle to a connection with the Choctaw & Memphis line, a distance of fifteen miles. Among the principal promoters is John H. Page of Dardanelle.

Dardanelle, Ark.—James K. Perry, one of the promoters of the Dardanelle & Hot Springs Railroad, writes that it will be eighty-eight miles long. The promoters have a land grant of property located in Yell county, Arkansas, and have made surveys. Right of way is being secured, and it is expected to begin construction work during the present year. Several small bridges will be required.

Eagle Lake, Texas.—The Cane Belt Railroad Co. has asked authority from the city to increase its capital stock from \$15,000 to \$100,000 in order to extend its line from Eagle Lake to Sealy, Texas, and from Bonus, the other terminus, to a point on the Gulf. It is calculated that the extensions will aggregate about ninety miles in

all. S. W. Donavant of Eagle Lake is president of the company.

Elk Valley, Tenn.—J. C. Monday of Knoxville has secured the contract for constructing the Elk Valley Railroad. It is calculated to complete it about August 1. The road will be one and one-half miles in length.

Geneva, Ala.—The surveys for the Alabama & Florida division of the Louisville & Nashville system have been completed from Geneva to Andalusia, and it is reported that contracts will be let in the near future. The distance is forty miles. R. Montfort, at Louisville, Ky., is chief engineer.

Grenada, Miss.—Joseph Newburger, one of the promoters of the railroad from Grenada to a connection with the Illinois Central, writes the Manufacturers' Record that it will be about fifteen and one-half miles long and form an extension of the section of the Illinois Central from Greenwood to Parsons, Miss. It is stated that Vice-President Harahan of the Illinois Central will recommend the plan to the company if the people of Grenada will give the right of way and a bonus of \$15,000.

Harriman, Tenn.—A correspondent of the Manufacturers' Record writes that a charter has been secured for a line which will connect Harriman with a point on the Atlanta, Knoxville & Northern Railroad near Athens, Tenn. J. E. Rodas of Harriman is one of the promoters.

High Point, N. C.—It is reported that parties in Washington, D. C., are considering the question of building an electric railroad between Winston and High Point, a distance of twenty miles.

Houston, Texas.—It is announced that the Houston, Brazos & Northern Railroad, as mapped out by its promoters, is to extend from Houston, along the Brazos valley, to Fort Worth by the way of Marlin, Texas. This company controls the Texas Western Railroad, extending from Houston to Sealy, which will be changed to standard gauge and made a portion of the line. The company includes several business men of Fort Worth. The principal promoter is Elijah Smith of Houston.

Irwinville, Ga.—What is known as the Ensign-Ascomp Co., it is announced, has decided to build a road from Irwinville to Ocilla, Ga., with possibly an extension to Worth in the same State.

Jacksonville, Fla.—The Jacksonville & Southwestern Railroad Co. has completed eighteen miles of its line, and grading is progressing on a further extension of twenty-five miles. G. L. Davis, at Jacksonville, Fla., is manager of the company.

Kansas City, Mo.—A report is to the effect that the receivers of the Kansas City, Pittsburg & Gulf system, who have recently made a trip over the route, have decided on a number of important improvements. It is calculated that about \$2,000,000 will be expended in regading the route at various points and in making other repairs which are necessary. S. W. Fordyce of Kansas City is one of the receivers of the company.

Little Rock, Ark.—It is reported that the present owners of the Arkansas Midland Railroad have determined to change it to standard gauge, with the view of building it eventually to Little Rock. Twenty-four miles of construction will be required. A. H. Johnson is general manager of the company at Helena, Ark.

Madison, Ga.—J. H. Holland, one of the promoters of the railroad between Madison and Eatonton, Ga., writes the Manufacturers' Record that he has secured a charter, also the right of way, for the proposed road, which will be about eighty miles in length. A company will probably be organized in the near future to promote the enterprise.

McDonald, W. Va.—A charter has been granted to a company which proposes building a railroad from McDonald to Bluefield in Mercer county by the way of Fayetteville and Beckley, W. Va. Samuel Dixon of McDonald and A. L. Ruffner of Charleston are directors in the company.

Middletown, Mo.—A company may be formed to construct an electric railroad from Middletown to Montgomery by way of Belleflower, Mo., a distance of twenty-one miles. Business men of Belleflower are reported as interested.

Mobile, Ala.—E. L. Russell, president of the Mobile & Ohio Railroad, confirms the report that the extension to Oklaona, Miss., is to be built. Work will probably begin next month.

Morehouse, Mo.—The St. Louis, Morehouse & Southern is a new company which has been incorporated with \$450,000 capital stock to build a railroad from Morehouse

to Pascola. It will connect the St. Louis Southwestern with the St. Louis, Kennett & Southern road. Among those interested are W. H. Harrison and Clarence Brown of Cleveland, Ohio.

Morganton, N. C.—A correspondent of the Manufacturers' Record writes that a survey is being made for the proposed railroad from Morganton to Lincolnton, which will be completed in a few days. It is calculated that the road will extend from Lincolnton by the way of Morganton and Elizabeth to Bristol, Tenn. The balance of the survey has been completed. D. W. Beach, 1216 G street, Washington, D. C., may be addressed.

Mount Airy, N. C.—Local business men have formed a company to build what is to be called the Mount Airy & Eastern Railroad, a distance of five miles between Mount Airy and the boundary line between North Carolina and Virginia.

New Orleans, La.—Several New Orleans business men have become interested in the scheme to build an electric railroad from New Orleans to Port Chalmette.

Pensacola, Fla.—S. M. Van Praag, president of the Pensacola & Northwestern Railroad Co., claims that he has finally made arrangements to begin the construction of this road. It is announced that the company has decided to increase its capital stock to \$5,000,000.

Portsmouth, Va.—It is stated that the parties interested in the proposed electric railroad from Portsmouth to Smithfield have secured control of the Norfolk and Portsmouth ferry and will operate it in connection with the new road. H. L. Maynard of Portsmouth is one of the promoters.

Richmond, Va.—It is announced that right of way has been secured for the Richmond, Petersburg & Carolina division of the Seaboard Air Line along the route from Petersburg to Ridgeway, N. C., with the exception of about four miles. It is calculated that about sixty miles of track will be completed on this line within the next few days.

Richwood, Ga.—The Dooley Southern Railway Co. has under consideration an extension from Richwood to a connection with the Tifton & Northeastern Railroad near Irvinville. This road is now in operation from Penla to Richwood, Ga., a distance of eight miles. B. P. O'Neal at Richwood, Ga., is president of the company.

Sabine Pass, Texas.—Another company has been incorporated in Indian Territory to build a line to terminate at Sabine Pass. It is called the Denver, Kansas & Gulf Railroad and is expected to eventually terminate at Denver, Col. J. A. Overstreet and F. L. Winkler of Kingfisher, Okla., are directors in the company.

Sparta, Tenn.—The business men of Sparta are endeavoring to secure an extension of the Tennessee Central, now under construction, to this point.

Springfield, Mo.—The Commercial Club of Springfield is interested in a proposed railroad from Springfield to Bagnelle. It is probable that a company will be formed with \$2,000,000 capital to push the enterprise.

Sweetwater, Texas.—The Colorado Valley Railroad has been formally transferred to the company which proposes extending it from its present terminus to San Antonio. J. R. Daugherty is president of the controlling company.

Tallahassee, Fla.—The Carrabelle, Tallahassee & Georgia Railroad Co. has secured right of way and made arrangements to extend its line in Tallahassee a distance of about two miles. Rails have been purchased for the extension. S. D. Chittenden is general manager of the company.

Valdosta, Ga.—The Atlanta, Valdosta & Western Railroad has completed its line to Valdosta to a connection with the Georgia Southern & Florida road.

Waco, Texas.—General Manager Charles Hamilton of the Texas Central Railway Co. confirms the statement that an extension of forty miles is to be made at once, and that a contract has been let to Messrs. Ricker, Lee & Co. of Galveston for grading. It is calculated to complete the extension, which will be to Stamford, Texas, early in October.

Wadley, Ga.—It is now stated that the Wadley & Mount Vernon Railway Co. has determined to extend its line from Wadley to Augusta, and from Rixville to Valdosta. The first extension will be sixty miles and the second it is calculated will be 140 miles. It is understood that the line of the Pine Bloom Lumber Co. will be used for a portion of the route. G. D. Tysor at Wadley is general manager.

West Point, Miss.—Z. Hagedorn, one of the promoters of the railroad to connect West Point with Columbus, Ga., writes the

Manufacturers' Record that right of way is being secured, also for a line on the west side of the Chattahoochee river from West Point to Carrollton or Atlanta. The first line referred to will form an extension of what is known as the Chattahoochee Valley Railroad, and will be about twenty-five miles in length.

Wheeling, W. Va.—Another railroad, it is reported, is now projected from Wheeling to a point in Belmont county. It is understood that Bellaire (Ohio) capitalists are considering the project.

Street Railways.

Alvin, Texas.—Parties at Kansas City, Mo., are interested in the construction of an electric railroad in Alvin and are now estimating the cost of construction.

Huntsville, Ala.—It is reported that a contract has been let for the proposed street railroad line to John B. Hoefgen of New York, and that surveys are now being made. N. F. Thompson is one of the parties interested.

Kansas City, Mo.—It is announced that the Metropolitan Street Railway Co. has nearly completed its plans to change its line on Ninth street from a cable to a trolley system. C. F. Holmes is superintendent.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Bags.—John W. Piver, Pinla, Ga., wants to correspond with manufacturers of air bags.

Artesian Well.—Sealed proposals will be received by the board of public works, Tarboro, N. C., until June 26 for sinking an eight-inch artesian well. For further information address John A. Weddell, secretary.

Automobile.—See "Fire Equipment."

Boiler and Engine.—G. Sherman, agent, Sequatchie, Tenn., will be in the market for a 100-horse-power engine and boiler.

Boiler and Engine.—George Lewis, Marsalis, La., wants to purchase a second-hand 10 to 20-horse-power steam engine and boiler.

Boiler and Engine.—Eufaula Oil & Fertilizer Co., Eufaula, Ala., wants to purchase one 50-horse-power high-speed automatic engine and one 60-horse-power tubular boiler, new or second-hand.

Boiler and Engines.—See "Woodworking Machinery."

Brick Machinery.—S. Pitman, Goldsboro, N. C., wants to correspond with manufacturers of brick machinery.

Brick Machinery.—E. T. Firth, Ocean Springs, Miss., wants prices on dry clay brick machinery.

Building Materials.—Norfolk Sand & Cement Co., Norfolk, Va., desires to correspond with manufacturers of brick, cement and lime.

Canning Machinery.—J. M. Phipps, Rural Retreat, Va., wants full information regarding the establishment of pickling and canning factory.

Ceiling.—E. J. Andrews, No. 9 Third street, Manchester, Va., wants designs and prices on steel ceiling for church.

Coke-oven Supplies.—See "Mining Machinery."

Cotton Compress.—George Lewis, Marsalis, La., wants to purchase iron-screw cotton press.

Cotton Mill.—Frank Powell, Dublin, Ga., wants to correspond with manufacturers of cotton-mill machinery.

Cotton Mill.—H. W. Watson, Lexington, Miss., wants figures on a spindle mill with capacity for handling about 4000 bales of cotton per annum.

Cotton Mill.—Full information is wanted regarding the manufacture of heavy staple cotton goods, rope and knitting thread; estimates on machinery wanted. Address F. M. Douglas of the Tallapoosa Oil Co., Alexander City, Ala.

Drainage.—Sealed proposals, addressed to the undersigned, for improving drainage through Bayou Du Lac, Avoyelles parish, La., will be received until June 21 at office board of levee commissioners at Alexandria, La. Each proposal must be accompanied with certified check or currency in the sum of \$300. Bond will be required of \$3000; usual rights reserved. Forms of proposals and all available information may be obtained at the office of the board of State engineers, Cotton Exchange Building, New Orleans, La., and at the office of the board of commissioners at Alexandria, La. J. G. White, president board of commissioners, etc.; J. R. Thornton, secretary.

Dredging.—Sealed bids, in triplicate, will be received until June 15 for deepening channel from Galveston harbor to Texas City. Address C. S. Riche, captain, engineers, U. S. Engineer Office, Galveston, Texas.

Electrical Machinery.—See "Oil Mill and Fertilizer Machinery."

Electric-light Machinery.—Gorman-Wright Company, J. N. Gorman, secretary and general manager, Richmond, Va., is in need of a 50-light dynamo for lighting.

Electric-light Plant.—The Mt. Vernon Electric Light Co., R. A. Day, president, Mt. Vernon, Texas, wants prices on complete electric-light plant, including 500-light dynamo, boiler, engine and all wires and fixtures.

Engine.—See "Woodworking Machinery."

Engine.—J. S. Armstrong, Raymond, Miss., wants addresses of manufacturers of gasoline engines.

Engines.—A. C. Means, Mikesville, Fla., wants to correspond with manufacturers of gasoline engines and others of the same character.

Engine and Boiler.—See "Oil Mill and Fertilizer Machinery."

Engine Supplies.—Tower-Binford Electric & Manufacturing Co., Richmond, Va., wants to correspond with manufacturers of engine indicators and hand tachometers.

Fencing.—County of New Hanover, N. C., will want galvanized wire or steel lateral wire fencing; eleven of No. 9 wire; tie wires No. 12, and iron posts. Address Roger Moore, chairman commissioners, Wilmington, N. C.

Fire Equipment.—Ringgold Hose Company No. 1, Newburgh, N. Y., will purchase an automobile hose carriage. Address the secretary.

Fire-hose Wagon.—See "Fire Equipment."

Flour-mill Machinery.—Felix G. Ewing, Glenraven, Tenn., wants information regarding machinery for flour mill.

Foundries.—D. F. McMullen & Co., Frostburg, Md., want addresses of parties who will make small special castings for which patterns would have to be made (coppered or plated).

Foundry.—See "Stove Foundry."

Gasoline Engine.—See "Engines."

Gasoline Engines.—See "Engine."

Grinding Machinery.—John C. Collins, Montreat, N. C., wants to correspond with manufacturers of machinery used in grinding mica.

Heating and Ventilating System.—See "Building Note" under Huntington, W. Va.

Ice Machinery.—See "Oil Mill."

Ice Machinery.—C. W. Jamison, No. 280 Front street, Marietta, Ohio, wants a 10-ton ice plant.

Knitting Machinery.—See "Textile Machinery."

Knitting Mill.—See "Cotton Mill."

Laundry Equipment.—George D. Spelght, Fort Gaines, Ga., wants to correspond with manufacturers of steam-laundry machinery.

Machine Tools.—Florence Stove and Machine Works, Florence, Ala., wants to purchase second-hand two-screw lathes, one small planer, one shaper and several drills.

Machine Tools.—P. O. Box 64, Chattanooga, Tenn., wants (Waymoth) lathe and multiple boring machine.

Mining Machinery.—The Dessau Company, 9 Malden Lane, New York city, wants a (Gates) No. 5 crusher or (Fraser & Chalmers) "Comet."

Mining Machinery.—James Kay, manager Low Moor Iron Co., Nuttallburg, W. Va., will be in the market for coal-cutting and haulage machinery; also coke-oven supplies.

Oil Mill.—Midlothian Cotton Oil Co., W. L. Hawkins, manager, Midlothian, Texas, will contract soon for a cottonseed-oil mill.

Oil Mill.—J. S. Hartzell, Mt. Pleasant, S. C., wants addresses of manufacturers of cottonseed-oil mills and ice-manufacturing plants.

Oil Mill and Fertilizer Machinery.—E. W. Lemon, Acworth, Ga., wants to correspond with manufacturers of engines and boilers, railroad scales, platform seed scales, roofing and dynamos.

Oil Mills.—The Atlantic Cotton Oil Co. is in the market for considerable cottonseed-oil-mill machinery. Address Perry Moses, Sumter, S. C.

Printing Press.—Commercial Guano Co., George E. Cope, secretary-treasurer, Savannah, Ga., 230 East Bay street, is in need of a printing outfit for printing on burlap sacks.

Pulleys and Shafting.—See "Woodworking Machinery."

Pump.—Thomson Cotton Oil Co., Boswell Bros. & Rigsby, proprietors, Thomson, Ga., will need a pump to draw water from a well to feed two boilers.

Railway Equipment.—Texas Northern Railway Co., Fred B. Johnston, M. D., president, Anderson, Texas, is in the market for 35-pound steel relay rails; also prices on 40 and 45-pound iron rails (relay); also wants one locomotive and a few cars.

Roofing.—See "Oil Mill and Fertilizer Machinery."

Roofing Paper.—Vernon W. Long, Room 42, Marine Bank Building, 33 South Gay street, Baltimore, Md., is in the market for some roofing paper to recover lumber-mill buildings at Lake City, Fla.

Rope Machinery.—See "Cotton Mill."

Sad-iron Stands.—D. F. McMullen & Co., Frostburg, Md., want to purchase small or toy sad-iron stands and wood handles.

Saw Mill.—George Lewis, Marsalis, La., wants to purchase saw mill.

Scales.—See "Oil Mill and Fertilizer Machinery."

Sewerage.—J. A. Massie, city clerk, Newport News, Va., will receive sealed proposals until July 10 for the construction of about 935 lateral sewer connections; total length of pipe to be laid will approximate 17,000 feet. Specifications and forms of contract and proposal, together with all necessary information, may be obtained upon application to city clerk. A certified check payable to city treasurer must accompany each proposal; usual rights reserved.

Stove Foundry.—The Quincy Stove Manufacturing Co., Quincy, Ill., will purchase all necessary machinery for its plant.

Stove Supplies.—Eagle Foundry Co., Greensboro, N. C., wants circulars, etc., on trimmings, etc., for sheet-iron stoves.

Tank.—Elberton Oil Mills, Elberton, Ga., is in the market for oil-storage capacity from 1000 to 4000 barrels.

Telephone Equipment.—J. J. Downey, No. 29 Bodman Building, No. 621 Main street, Cincinnati, Ohio, wants prices, etc., on telephone equipment, including poles and wire.

Textile Machinery.—B. Jordan, Monticello, Ga., wants to correspond with manufacturers of machinery for making underwear.

Tobacco Machinery.—A. A. Forbes, Kinston, N. C., will purchase machinery for tobacco warehouse and prizery.

Water Works.—The city of Marlin, Texas, is open for water-works proposals; supply from wells within three miles. Address B. C. Nettles.

Water Works.—Edwin A. Alderman, president University of North Carolina, Chapel Hill, N. C., will receive sealed proposals until June 30 for the construction of a system of water works which will include furnishing and laying 5400 feet (eighty-nine tons) of six-inch c. i. pipe, furnishing and setting two 500,000-gallon duplex pumps, furnishing and setting two 60-horse-power r. t. boilers, erecting and furnishing one wrought-iron standpipe 14x80 feet, building a brick pumping station 22x51 feet. Plans and specifications will be on file; can be seen at office of president, and copies of specifications for machinery and materials, forms, etc., may be obtained from president after June 15. Usual rights reserved.

Well-drilling.—Joshua Jones, city clerk, Fort Gaines, Ga., wants bids for the boring of an artesian well.

Wire.—See "Fencing."

Wood Handles.—See "Sad-iron Stands."

Woodworking Machinery.—G. Sherman, agent, Sequatchie, Tenn., will be in the market for a line of spoke and handle machinery.

Woodworking Machinery.—N. K. White & Co., 731 East Cary street, Richmond, Va., is in the market for second-hand (Pont) planer and matcher.

Woodworking Machinery.—B. F. Edwards, 929 Park avenue, Chicago, Ill., is in the market for second-hand 24-inch and 14-inch

matcher, pony planer, swing saw, band saw, jointer, wood lathe, self-feed rip saw, pulleys and shafting, also 20-horse-power engine.

Woodworking Machinery.—G. Martins, Jr., No. 613 Locust street, Augusta, Ga., wants one set of band or circular saw mills, bolting and wood-splitting machinery, return tubular boiler and heavy engines.

Woodworking Machinery.—Ocmulgee Co-operative Manufacturing Co., J. W. Moore, president, Lumber City, Ga., will need planing mill, matchers, lathes, etc.; also machinery for sash, doors, blinds, furniture, etc.

Woodworking Machinery.—J. G. Shelton, Broad street, Statesville, N. C., is in the market for woodworking machinery.

GENERAL INDUSTRIAL NEWS.

C. Dole is one of the directors of the Dole-Brill Slate Co., which will operate quarries at Northfield, Vt.

The rolling mill of the Norton Tinplate Co. of Chicago, Ill., has been destroyed by fire; loss \$10,000.

Fire has damaged the plant of the Longmead Iron Works at Conshohocken, Pa., to the extent of \$10,000.

Frank Clipp of Girard, Ohio, is reported as about to construct a plant for making boilers at that place.

L. H. Humphrey and others have incorporated the Warsaw Knitting Mill at Warsaw, N. Y., with \$50,000 capital stock.

It is announced that the Barnes Machine Co. of Oshkosh, Wis., has decided to rebuild its plant, recently destroyed by fire.

A. D. Doyle and others have organized the Backus Hook Manufacturing Co. at Smethport, Pa., with \$5000 capital stock.

The Phoenix Glass Co. of Monaca, Pa., has decided to enlarge its works by erecting a new furnace and eight decorating kilns.

Charles C. Roth may be addressed relative to the Roth Gas Engine Co., which will have its headquarters at Indianapolis, Ind.

The Bradley & Author Manufacturing Co. of Hartford, Conn., will manufacture hardware novelties, with \$25,000 capital stock.

Irving C. Smith of Passaic, N. J., is a director in the Diamond Photographic Co., formed to manufacture photographic supplies.

The Zanesville Furniture Co. of Zanesville, Ohio, has recently been incorporated, with \$25,000 capital stock, by G. B. Gay and others.

Louis Schaffer of Paterson, N. J., is a director in the Schaffer Alkaloid Co., formed to manufacture chemicals and capitalized at \$125,000.

The Hampden Emery & Corundum Co. of Chester, Mass., is installing considerable machinery in order to increase its present capacity.

Messrs. Phillips, Nimick & Co. of Pittsburg, it is announced, have decided to construct a new plate mill in connection with the present plant.

William L. Perkins of Findlay, Ohio, may be addressed relative to the Kard Oil & Gas Co., recently incorporated with \$500,000 capital stock.

The Hazleton Boiler Co. of Hazleton, Pa., it is reported, has determined to build an addition to its works on property recently purchased.

G. W. Jones of Gallipolis, Ohio, and others have formed the Jones Oil & Gas Co., with headquarters in that city, and capitalized at \$250,000.

Another smelting company has been formed at Pittsburg, Pa., with \$25,000 capital stock, by G. Faunce of Carnegie, Pa., and others.

O. P. Adams of Cambridge, Mass., is a director in the International Mining (Electric) Co., recently incorporated with \$500,000 capital stock.

C. W. Little and B. F. Fowler are interested in the Fowler Manufacturing Co., organized to construct machinery at Minneapolis, Minn.

The East End Mantel & Tile Co., recently formed at Pittsburg, Pa., is capitalized at \$46,000. C. Rennert of Pittsburg is one of the directors.

The Lancaster Cigar Box Co. will manufacture this specialty at Lancaster, Pa., with \$15,000 capital stock. M. B. Herr may be addressed.

Negotiations are now under way for the removal of the Brickner Glass Co.'s works to Tiffin, Ohio. They are at present located at Sweetser's, Ind.

J. H. Sisson and others have organized the Eagle Manufacturing Co. at Providence, R. I., to manufacture machinery and capitalized at \$100,000.

W. R. Zollinger of Canton, Ohio, and others have organized the Paar Cushion Horseshoe Co., with \$50,000 capital stock, to manufacture this specialty.

The Garry Roofing Co. of Cleveland, Ohio, has secured a permit to construct an addition to its works, which will include a building to cost \$15,000.

The Ramapo Car Wheel Co. will manufacture rolling stock at Ramapo, N. Y., with \$100,000 capital stock. D. H. Taylor is one of the incorporators.

M. M. Hamilton of Detroit is interested in the Hamilton Acely Co., which will manufacture gas generators in that city. It is capitalized at \$25,000.

The Buckeye Malleable Iron Co. of Columbus, Ohio, is reported to have purchased thirty-six acres of ground on which to erect a malleable-iron foundry.

G. A. Allen of Erie, Pa., is a director in the Hammerhill Paper Co., formed to manufacture this material at Millcreek, Pa., and capitalized at \$960,000.

The Griggs-Seabury Gun Co. of Derby, Conn., has increased its capital stock to \$2,000,000, it is understood, with the view of enlarging its works.

The Defiance Manufacturing Co., located at Defiance, Ohio, will manufacture material for vehicles and is capitalized at \$10,000. J. W. Winn is one of the directors.

J. C. Wood and B. M. Carter are interested in the Standard Starch Co., recently organized to manufacture this specialty at Chicago, with \$200,000 capital stock.

The Waterville Manufacturing Co. of Waterville, Minn., has been formed to manufacture furniture. C. W. Prouty, at Minneapolis, Minn., is one of the directors.

The Tierney Manufacturing Co., recently formed at Rochester, N. Y., will manufacture bicycle supplies with \$18,000 capital stock. E. J. Tierney may be addressed.

The Clydesdale Stone Co. will operate quarries in Pennsylvania and will have its headquarters at Allegheny. It is capitalized at \$30,000. J. V. Clark may be addressed.

The Bellows Falls Machine Co. of Bellows Falls, Vt., is thinking of constructing a foundry, but writes the Manufacturers' Record that it has reached no decision as yet.

The Logan Manufacturing Co. has secured property near Phoenixville, Pa., on which it is reported a steel plant will be erected large enough to give employment to 450 men.

The Youngstown Range & Stove Co. of Youngstown, Ohio, will utilize the equipment of the stove works now located at Butler, Pa. John O. Pew is president of the company.

It is understood that the Akron Mining & Manufacturing Co. will remove its paint works to Aurora, Ill., where it has purchased buildings formerly used by the Hercules Iron Co.

A dispatch from Omaha, Neb., states that business men have raised \$200,000 to form a company to manufacture beet sugar. It is planned to have works which will turn out 500 tons daily.

There is a possibility that the Wheeling Corrugating Co. of Wheeling, W. Va., will remove its works to Washington, Pa., where they will be operated in connection with the Tyler Tube Works.

The Central Screen Plate Works is a Niagara Falls corporation, formed to manufacture its specialties and capitalized at \$35,000. A. W. Olmsted of Niagara Falls, N. Y., is one of the directors.

The Commercial Adding Machine Co. has been organized at Detroit, Mich., to manufacture this apparatus, and is capitalized at \$100,000. W. F. Sayle of Cleveland, Ohio, is one of the directors.

The American Rotary Engine Co. has been incorporated at Minneapolis, Minn., to manufacture engines and other machinery, and is capitalized at \$5,000,000. J. W. Powers may be addressed.

The Pennsylvania Car Wheel Co. will probably add an extension to its plant at Pittsburg, Pa., which will give it ten additional floors, not stories, as recently announced in these columns.

The Franco-American Doll Co. will have

its principal offices at 164 Market street, Newark, N. J., and will manufacture toys with \$100,000 capital stock. James V. Pryor is a director in the company.

Recent losses by fire are as follows: Plant of the Buffalo Supply Co. at Buffalo, N. Y., \$30,000; W. H. Polley's shoe factory, Montreal, Que., \$40,000, and the Charlton Fireworks Co., Graniteville, N. Y.

A dispatch from Cincinnati, Ohio, states that the Overman & Schrader Cordage Co. has purchased the Walton Iron Works and will enlarge their present capacity by erecting a four-story building 80x135 feet.

A dispatch from East Liverpool, Ohio, is to the effect that the Chester Rolling Mill Co. of that place has recently purchased a large tract of land in the suburbs. It is reported, with the view of building additions.

According to a dispatch from Oxford, N. J., a company has been formed to purchase and operate the iron furnaces at that place. It is understood that the plant will be remodeled and equipped with new machinery.

The Moran Bros. Co. of Seattle, Wash., has secured its equipment and let contracts for the extensions to its plant. The proposed dry-dock to be built by this company will be constructed of wood cut in its own saw mill.

The Duluth Furnace Co. of Duluth, Minn., is reported as about to erect several blast furnaces in addition to its present plant. It has recently leased the coal docks and coke plant of the Lehigh Coal & Iron Co. at Superior, Wis.

The power-house now being constructed by the Metropolitan Street Railway Co. of New York is claimed to be the largest in the world. It will generate 70,000 horse-power. S. W. Vreeland of New York is president of the company.

The Rome Brass & Copper Co. of Rome, N. Y., has let contract for a new brass works, which includes a boiler and engine house, a casting shop and a tubehouse. The framework will be of steel and the construction fireproof.

The Omaha Mechanical Boiler Cleaner Co. of Omaha, Neb., is capitalized at \$100,000. It intends to erect a plant in this city and will purchase the necessary machinery and other equipment. P. A. Doughty is secretary of the company.

The improvements to be made to the works of the Studebaker Wagon Co. at South Bend, Ind., it is estimated, will cost over \$300,000. It is understood that the additions will be used largely for manufacturing motor carriages.

A dispatch from San Francisco is to the effect that the Baldwin Hotel, recently destroyed by fire, is to be replaced by a structure eleven stories high and to cost \$2,000,000. E. J. Baldwin is one of the principal movers in the enterprise.

It is announced that the American Steel Hoop Co. of Pittsburg, Pa., has determined to make extensive improvements to the works at Aetna, Pa. It is understood that the capacity of its furnaces at this point will be considerably increased.

The additions to the works of the Standard Scale & Supply Co. of Bellefonte, Pa., include enlargements to several departments, which will give a total increase in space of 15,000 square feet. Contracts for the improvements have been let.

A dispatch from Chicago is to the effect that the Diamond Match Co. intends concentrating this industry in the suburbs of Chicago, utilizing power from the drainage canal. The company at present has headquarters in New York, also Detroit, Mich.

The Monongahela Light & Power Co., it is understood, has determined to construct a plant in the suburbs of Pittsburg, Pa., which will be one of the largest in the United States. A. W. Mellon, a prominent banker of Pittsburg, is president of the company.

It is stated that arrangements are being made to reopen the electric works of the Siemens-Halske Co. at Chicago, which are at present owned by the Illinois Electric Vehicle Co. According to the report, the works will be devoted to turning out motor vehicles.

It is announced that William K. Smoot of Washington, D. C., has secured a contract for improving the harbor of Manzanillo, Mexico, at a cost of \$6,000,000. The improvements include an extensive stone breakwater, also the dredging of the harbor and the construction of piers.

The Quincy Stove Manufacturing Co. of Quincy, Ill., is about to let contracts for its buildings, which will include a molding shop 90x110 feet, cleaning and pattern rooms, a mounting shop, also shipping office and sample rooms. The main building will be four stories high. A full equipment of machinery

will be needed. Joseph L. Sheridan is president of the company.

A dispatch from Marietta, Ohio, states that the Richland Gas & Fuel Co., recently organized in that city, has secured over 50,000 acres of gas-producing territory, and will construct an extensive system of pipe lines to furnish gas to various towns in Ohio. A. J. Mercer of Marietta is president and general manager of the company, which is capitalized at \$500,000.

J. P. Mathieu & Co. of Philadelphia write the Manufacturers' Record that contracts have been let to Charles McCaul for two buildings, each of which will be 420 feet in length and one and two stories high respectively; also a building 110x290 feet and eight cross buildings, each 40x290 feet. The plant will have a capacity of 5000 dozen skins daily. The company is located on Westmoreland avenue.

According to a New York dispatch the works to be constructed by the New York Steel & Wire Co. will be located at Astoria, N. Y., and will cost about \$300,000. The plant will include four 30-ton basic furnaces and sixteen producers, also a blooming mill and a rod mill. About 3000 horse-power will be developed and most of the contracts have been let. E. G. Spillsbury of 45 Broadway, New York, is engineer in charge.

TRADE NOTES.

Fuel Economizer Co. of Matteawan.—The Fuel Economizer Co. of Matteawan, N. Y., has changed its title to the Green Fuel Economizer Co., the new name to take effect commencing July 1.

Cotton Machinery.—The cotton machinery of the proposed mill at Laurinburg, N. C., will be built and furnished by the Mason Machine Works of Taunton, Mass. This is to be a 5000-spindle plant.

Fertilizer and Oil Plant.—Contracts for the complete equipment of an oil mill and fertilizer factory proposed at Acworth, Ga., have been awarded to the E. Van Winkle Gin and Machine Works of Atlanta, Ga.

Plans for Columbia's City Building.—The date of receiving competitive plans for the proposed new city building at Columbia, S. C., has been changed from August 10 to July 10. (See advertisement of T. T. Talley, city clerk.)

A. W. Ebeling.—A. W. Ebeling, for many years connected with the Otto Gas Engine Works, has resigned his position as secretary of the company. He proposes to take a vacation this summer before assuming fresh business burdens.

Cambria Steel Co.—The Northwestern department of the Cambria Steel Co., roofing and building plant, has removed to Johnstown, Pa., where it will have all facilities necessary to supply its increasing trade. The capacity is much greater than that of the old plant.

Water Works for Sale.—The announcement is made by George H. Cornelison, Orangeburg, S. C., of water works for sale at a low price. The equipment includes an 80x80-foot standpipe, a 900-gallon and a 900-gallon Worthington fire pump, 100 double hydrants and a 14x16½-inch air compressor. (See advertisement.)

Cornices, Skylights and Finials.—The Moncrief-Dowman Co. of 38 Walton street, Atlanta, Ga., has removed to its new building, 20 and 22 Trinity avenue, near Whitehall street, where it is better equipped than ever for the production of its complete line of galvanized-iron and copper cornices, metal skylights, finials, etc.

Charles Rinehart With Tippet & Wood.—Mr. Charles Rinehart, the famous right guard in college foot-ball circles, has accepted a position in the engineering department of Messrs. Tippet & Wood, Phillipsburg, N. Y. Mr. Rinehart received his diploma as a civil engineer from Lafayette College with the class of '90.

Iron-Ore Lands.—Among the opportunities for engaging in iron mining in the South may be mentioned that available in the Birmingham district, as advertised by Dr. E. H. Richardson, 500 Austell Building, Atlanta, Ga. The property has frontage on creek, timber and limestone are abundant, and cheap coal is conveniently near. Three railroads can be readily reached.

Chas. F. Thompson.—It is understood that Chas. F. Thompson, secretary-treasurer and director of the Lane & Bodley Company, has resigned his position in those capacities to take effect July 1. Mr. Thompson has been

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with the company thirty-five years. It is not as yet known who will be the successor to Mr. Thompson, nor has Mr. Thompson made up his mind as to what he will do in the future.

Pulley Manufacturing.—The volume of business of the Saginaw Manufacturing Co. has increased so much of late that it has been compelled to almost double the power plant. We are informed that the plant will be shut down from June 23 to July 5 for the purpose of installing a new engine, during which time no orders can be executed except from the stock which is in warehouse. Factory and main offices are located at Saginaw, Mich.

Woodworking Machinery For Sale.—B. F. Edwards of 34 W. Washington street, Chicago, purchased two large factories in Indiana, which he will dismantle and sell. The outfit consists of planers, resaws, table and band saws, molders, tenoners and mortisers, single and double spindle shapers, turning lathes, jointers, disc sanders, carving machines, multiple boring machines, pulleys, line shafts and belting. This machinery will be sold during the next two weeks, and anyone desiring to buy should address at once.

Highest-Grade Belting.—Munson. —For thirty-three years the Munson belt has maintained a reputation of the highest among American manufactures. The Chas. Munson Belting Co. (recently organized) will use the same careful workmanship and the same fine materials in producing in the future the Munson belting that has established such a reputation in the past. The company is fully equipped to furnish the best belting of all grades of pure oak tannage upon short notice, and is prepared to meet any and all demands for its product. The Charles Munson Belting Co. of Chicago can be addressed as above referred to.

Gyrator Flour Mills Contracted For.—Contracts continue to be filed for many new flour mills on the gyrator system by the Wolf Company of Chambersburg, Pa. The most recent orders were for a 60-barrel mill at Barnard, Kans.; remodeling of mill to 75-barrel capacity at Moscow, Ky.; 60-barrel mill at Oil City, Pa.; 100-barrel mill being remodeled at Ottawa, Kans.; 40-barrel mill at Perrysburg, N. Y.; 50-barrel mill at Halls, Tenn.; remodeled; remodeling 450-barrel mill at Newberry, Pa.; remodeling 50-barrel mill at New Hampton, Iowa; remodeling 75-barrel mill at Greenup, Ky.; 40-barrel mill at Washburn, W. Va.; and remodeling 40-barrel mill at Chaptico, Md.

Asphalt Paints.—One of the most important products of the industrial world is paints, and its diversified use is rapidly growing. A durable coating for bridges, structural iron, etc., that is tough and tenacious is constantly demanded by the painting public, and many brands are offered on the market, one of the most prominent being that of the Atlantic Alcatraz Asphalt Co. of 57 East Fifty-ninth street, New York city. This company (see advertisement) manufactures Atlantic Alcatraz asphalt roof paints for railroad cars, barns, roofs and all outside rough work; also products of the company are asphalt wool felts, asbestos asphalt felts, roofing cement, roofing coating, etc.

Complete Undertaking Establishment.—One of the most complete undertaking establishments in the South is that of Mr. J. M. Connelley of Charleston, S. C. This establishment has been developed from a small beginning into a commodious business, including a factory wherein an entire line of the articles necessary for funeral services are manufactured, a force of hands being constantly employed. Connected with the establishment is also the Charleston Greenhouses, comprising such a plant as indicated by the name, and there are under glass about three acres of ground, filled with the choicest of flowers and plants. The accompanying buildings of Mr. Connelley's large establishment are fully commensurate in their beauty and surroundings with the remainder of the plant.

Water-Tube Boilers.—The Southern steamers seem to be waking up to the advantages of water-tube boilers over the ordinary return tubular boilers. The Lanett Bleachery and Dye Works of West Point, Ga., just installed 600 horse-power of Babcock & Wilcox boilers, which will take the place of a number of return tubulars; Anniston (Ala.) Manufacturing Co. will replace return tubular boilers with Babcock & Wilcox boilers, and the Georgia Electric Light Co., which contemplates radical changes in its entire plant, will replace return tubular boilers with about 2500 horse-power Babcock &

Wilcox boilers fitted with superheaters. These superheaters are just being introduced into this country, having been used in England and the Continent for the past several years with marked success. Superheat from 100° to 150° Fahr. is obtained.

Wall Finish, Water Paint, etc.—The rapidly growing demand for paints for all sorts of purposes makes of interest any reference to articles in that line. Standard cold-water paint is a product designed for inside use on wood, stone and brick surfaces of buildings of all kinds, and some important claims are made by its manufacturers bearing on its fireproof qualities. One claim is that it substitutes for oil paint at one-half cost; it is furnished in dry powder form and made ready for use by the simple addition of cold water. National wall coating is another product, and it is especially suitable for public buildings, institutions, hospitals, etc., and wherever hygienic coating is absolutely insisted upon. The National Supply Co. of 54 John street, New York city (see advertisement), manufactures the two articles herein referred to, also waterproof insulating paper, railway, mill and contractors' supplies, etc.

Perfect Safety of "Criterion" Acetylene Generators.—The greater safety assured in the use of acetylene gas over kerosene oil, electricity or common gas is not thoroughly appreciated by everyone. The chance of danger from the escape of acetylene gas at the burner is practically unworthy of serious consideration, owing to the peculiarly pungent odor which is characteristic of acetylene and which will cause its presence to be detected long before a sufficient quantity could escape to cause trouble. The opportunity for danger lies with the generator employed, and this can be wholly eliminated if one is mindful to select that machine which possesses the element of safety in the highest degree. In this connection it is of interest to note that the "Criterion" acetylene gas generator, manufactured by J. B. Colt & Co., New York city, has received the written approval of various fire insurance underwriters which control every section of the United States, thus establishing its perfect safety; it is also endorsed by the United States government. Much valuable information regarding acetylene gas in general, and the "Criterion" generators and accessories, may be gleaned from a recent catalogue issued by J. B. Colt & Co., copies of which will be sent upon application.

Improved Hose Couplings.—Will the improved hose couplings (called the "Quick as Wink") stand rough usage, such as they would be subjected to if used about mines, coke ovens, etc.? Parties interested have made the above enquiry, and the best means of knowing what has been said of the strength of the couplings is the testimony of those who have used them. One of these was from Mr. C. E. Bundel, a reputable merchant of Sharon, Pa., who writes: "We gave our 'Quick as Wink' couplings a much more severe test this fall in cleaning out a clogged-up sewer than would happen in fifty years' fire duty. It came about in this way: We found a tile sewer, 18 and 24-inch diameter, pretty well filled with sand, gravel, etc. As it was impossible for a man to get into the tile and do any good with a shovel or hoe, we tried to wash the stuff out with a stream from a fire hydrant. The manholes in the sewer were from 200 to 300 feet apart, and the way we worked it was to run a rope from one hole to the next, fasten it to the play pipe and then run the other end through a set of double tackle blocks, put four men on the rope and drag the hose from one end to the other, the hydrant (at a pressure of 140 pounds) being open at the time. Such a trial as this shows that the 'Quick as Wink' couplings will not let go under any circumstances." It is claimed for the "Quick as Wink" couplings that they are not so liable to be rendered useless by bruises as screw couplings are, because they may be knocked considerably out of shape and be of service, while, as is well known, a screw coupling cannot be used at all if it gets flattened or one of its screw threads gets spoiled. The W. J. Clark Manufacturing Co. of Salem, Ohio, manufactures the device referred to.

Recent Sales Cochrane Feed-Water Heaters and Purifiers.—Haverhill (Mass.) Electric Co., 1000 horse-power; Alabama Steel & Wire Co., Ensley, Ala., 6000 horse-power; Ohio Steel Co., Youngstown, Ohio, 10,000 horse-power; Hoopes & Townsend, Philadelphia, 1000 horse-power; Barrett Manufacturing Co., Philadelphia, 450 horse-power special; American Steel Foundry Co., St. Louis, Mo., 850 horse-power; Telephone & Improvement Co., Sweetwater, Tenn., 100 horse-power; Detroit Reduction Co., Cripple

Creek, Col., 425 horse-power; E. Sutro & Sons, Philadelphia, 150 horse-power; Barnard & Leas Manufacturing Co., Moline, Ill., 100 horse-power; Dickson Manufacturing Co., Scranton, Pa., 200 horse-power; Mound Coffin Co., St. Louis, Mo., 200 horse-power; Munger Oil & Cotton Co., Mexia, Texas, 250 horse-power; Cochrane Manufacturing Co., Dover, N. H., two 250 horse-power; Vulcanite (N. J.) Portland Cement Co., 1000 horse-power. Recent sales of the Cochrane steam separators were as follows: Law Building, Chicago, Ill., two five-inch vertical; Jas. Clements & Son, Bay City, Mich., eight-inch and three-and-one-half-inch; Franklin Mining Co., Hancock, Mich., 14-inch and six-inch; Carnegie Steel Co., Pittsburgh, three 16-inch and one 10-inch; Laughlin & Co., Ltd., Pittsburgh, six five-inch, five 10-inch, one seven-inch, one four-inch, two six-inch and two 12-inch; Cambria Steel Co., Johnstown, Pa., two 12-inch; Cedar Rapids (Iowa) Electric Light & Power Co., 12-inch; Cunard Steamship Co., New York, four-inch and four-and-one-half-inch; Haverhill (Mass.) Electric Co., seven-inch; American Blower Co., London, England, four-inch; Gisholt Machine Co., Madison, Wis., 14-inch; Monongahela Furnaces, McKeesport, Pa., two-inch and two-and-one-half-inch; Alcania Co., Avonmore, Pa., 16-inch; Brier Hill (Ohio) Iron & Coal Co., two 12-inch; E. W. Blatchford Co., Chicago, Ill., five-inch; Flossett Manufacturing Co., Pawtucket, R. I., three-inch; National Tube Works, McKeesport, Pa., three-inch; Denver Engineering Works Co., Denver, Col., four-and-one-half-inch and five-inch; B. F. Smith Co., Pawtucket, R. I., four-inch; Norton Bros., Maywood, Ill., six-inch; Mills, Horton & Reed, Providence, R. I., four-inch; De La Vergne Refrigerating Machine Co., New York, five-inch; Carman-Thompson Co., Lewiston, Me., three-and-one-half-inch; Carbondale (Pa.) Machine Co., three-inch; Ward & Huntington, New York, six-inch horizontal; Kress Box Co., Pittsburgh, Pa., six-inch.

TRADE LITERATURE.

"Just Around the Corner."—With the title of "Just Around the Corner" there has been issued a rather neat booklet illustrative and descriptive of the Wood's steel corner for plaster walls, manufactured by Messrs. Gara, McGinley & Co. of Philadelphia. Every architect, builder and plasterer should send for a copy of this booklet.

Foundry Brushes and Other Supplies.—The line of supplies for foundry and factory use needs to be of the best in order to add their quota to that perfection of product which all manufacturers aim at. A line of special brushes, together with shovels, bel-lows, riddles, rammers, chaplets, steel bar-rows, etc., is shown in the catalogue before us. The specialties shown include the "Economy" wire-wheel brushes, goods which have gained an enviable reputation for their makers during the past several years, being unique and filling a long-felt want among iron and metal finishers. A large line of special brushes for cleaning furnaces and heaters is also shown. The Osborn Manufacturing Co. of 50 High street, Cleveland, Ohio, can be addressed for catalogue No. 92, showing the goods referred to above.

The Paint Wonder.—A booklet has been issued containing some recent testimonials regarding the service shown by Pyro paints on several kinds of extremely difficult exposures. These testimonials are claimed to be of such a nature as to fully validate the claim of the Pyro paints to be "wonders" in their line. One instance connected with Pyro paints may be mentioned here: A trial sample was sent to the Pittsburgh, Bessemer & Lake Erie Railroad lately, which culminated last week in an order from the railroad for a large quantity of the goods; the purchaser stating that the goods was wanted for coating especially locomotive front ends. The manufacturer of the Pyro paint is the Shearer-Peters Paint Co. of Cincinnati, Ohio.

Woodworking Machinery.—Possibly the most generally used machinery on the market is that comprised in the woodworking line. A new catalogue of woodworking machinery issued by the E. & B. Holmes Machinery Co. of Buffalo, N. Y., is therefore of much interest to many thousands of manufacturers throughout the country. This new catalogue ("E") illustrates and describes a varied line in many of the machines which the devices and improvements are of the most recent invention. Many important new machines are also spoken of and shown. The Holmes Company has been a producer of high-grade woodworking machines for many years, and its experience

enables it, in conjunction with a most complete plant, to offer woodworkers a selection that embodies about everything that can be desired for use in a woodworking factory.

Core Drilling.—The catalogue before us goes very thoroughly into the subject of core drilling, not only giving a practical description of the different sizes of machines manufactured, together with weights, capacities and prices, but also showing how a plant should be set up and operated. Complete instructions for the setting of diamonds in bits are given, and these are accompanied with illustrations of the bit in the different stages of setting. Many valuable testimonial letters have been printed, and a list of the customers, showing mineral prospecting for, the size of machine used and the address of the customer. This list shows that the Sullivan drills have been shipped to all parts of the world, and are now being used in Mexico, Central and South America, Canada, Alaska, Siberia, Japan, Australia, Sumatra, Africa, Spain, France, Germany, Norway, etc. The catalogue shows machines designed to be operated by hand, steam, air or electric power. Besides being manufacturers of mining machinery, the Sullivan Machinery Co. is a contractor for prospecting, and a list is given of parties for whom work has been done, showing the number of feet drilled and the mineral sought. Although Catalogue No. 29 is devoted principally to the core drill, twenty pages in the back of the book have been given to a general description of the Sullivan rock drills, channeling machines and coal-mining machinery. The catalogue will be sent to anyone interested by the company, 71 Broadway, New York; Claremont, N. H.; 54 N. Clinton street, Chicago, et al.

To Develop Huntsville.

Relative to the plans of the Dupont syndicate at Huntsville, Ala., recently referred to in the Manufacturers' Record, Mr. N. F. Thompson, who represents the syndicate, writes the Manufacturers' Record as follows:

"The Dupont syndicate, of which F. C. Dupont of Johnstown, Pa., is the head, was organized by me to take hold of Huntsville and build it up. That syndicate has organized two companies—the West Huntsville Land Co., with John N. Waters, president; T. W. Pratt, vice-president, N. F. Thompson, secretary-treasurer and general manager; capital \$50,000. This company has bought 600 acres of land between the city limits and site of the Merrimack Mills and will develop same. The second company is the Huntsville Railway, Light & Power Co., capital \$150,000; president, F. C. Dupont, vice-president, T. W. Pratt; secretary and treasurer, John H. Waters. This company will build, equip and operate electric street-car lines and erect a light and power plant in Huntsville, work to begin as soon as legal incorporation of company can be completed—within possibly ten days or two weeks. I have secured other important industries to locate there; will be in charge of the interests of the Dupont syndicate there. Expect to see Huntsville with 50,000 population within the next three years."

Atlantic City Special—Through Vestibule Fast Express Train via Pennsylvania Railroad.

Beginning Saturday, June 17 (and continuing until Monday, September 4, 1899, inclusive), the Pennsylvania Railroad Co. will run an Atlantic City Special, a through fast express train, on Saturdays and Mondays between Washington and Atlantic City via the Delaware River Bridge route, the only all-rail line, on the following schedule:

Saturdays only—Leave Washington 1 P. M., Baltimore 1.55, Wilmington 3.18, Chester 3.35, arrive Atlantic City 5.20 P. M.

Mondays only—Leave Atlantic City 7.30 A. M., arrive Chester 9.06, Wilmington 9.25, Baltimore 10.48, Washington 11.45 A. M.

This train will be composed of Pullman vestibule buffet parlor cars, combined car and Pennsylvania Railroad standard coaches, and will not stop at Philadelphia.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

West Virginia Bankers.

At the annual meeting of the West Virginia Bankers' Association held at Huntington, W. Va., the following officers were selected for the ensuing year: L. E. Sands of Wheeling, president; vice-presidents, L. S. Hoover, Clarksburg; C. E. Joliffe, Mannington; Edward Mann, Bluefield; J. L. Caldwell, Huntington; secretary and treasurer, J. F. Biddell of Charleston; representative to the American Bankers' Association, J. W. Gilkerson of Moorefield; alternate, H. H. Moss, Parkersburg.

North Carolina Bankers.

The North Carolina State Bankers' Association has elected for the following year Joseph G. Brown of Raleigh, president; J. P. Sawyer of Asheville, G. W. Montcastle of Lexington and W. T. Old of Elizabeth City, vice-presidents; John M. Miller, Jr., of Charlotte, secretary and treasurer; Col. F. H. Fries of Winston-Salem, T. W. Dewey of New Berne, J. L. Woodcox of High Point and Dr. H. W. Lilly of Fayetteville, executive committee.

New Corporations.

E. M. Armfield has been elected president of the Bank of Alamance, N. C., recently organized.

J. W. H. Dukes is president of the Home Loan Association, recently formed at Orangeburg, S. C.

C. H. Shattuck and others have formed the Citizens' Trust & Guarantee Co. at Parkersburg, W. Va., capitalized at \$1,000,000.

The Edgefield Loan Association has commenced business in South Carolina with \$20,000 capital stock. M. P. Wells is one of the directors.

The Madison Bank of Reidsville, N. C., will construct a building for its business. J. M. Galloway is president; William C. Ruffin, vice-president, and J. O. Ragsdale, cashier.

The S. J. Johnson Co. has been incorporated at Little Rock, Ark., to succeed the banking firm of S. J. Johnson & Co. The present officers are A. N. Johnson, president, and F. M. Norfleet, vice-president.

The new bank being organized at Mobile, Ala., will have \$200,000 capital stock and is to be called the City National Bank. O. F. Cawthon is president; P. J. Lyons and E. J. Buck, vice-presidents. Mr. Buck will also act as cashier.

New Securities.

The State authorities have approved of an issue of \$13,500 in refunding bonds of Beaumont, Texas.

The issue of \$17,500 in bonds of Lake Providence, La., has been sold at 104. The bonds bear 5 per cent. interest.

The town commissioners of Elm Grove, W. Va., will receive bids until June 29 for \$4000 worth of 6 per cent. bonds.

The Fireman's Insurance Co. of Baltimore, it is reported, is considering the question of increasing its capital to \$500,000.

Bids will be received until June 30 for the issue of \$10,000 in bonds to be sold by Cheraw, S. C. The mayor may be addressed.

The town of Fort Gaines, Ga., may possibly issue \$20,000 in bonds for re-

funding purposes. The mayor will give further particulars.

Morgantown, W. Va., has voted in favor of a bond issue of \$45,000 to aid the construction of the Morgantown & Kingwood Railroad.

Messrs. F. M. Stafford & Sons of Chattanooga, Tenn., have purchased the issue of \$20,000 worth of 5 per cent. bonds of Huntsville, Ala., paying 110.935.

John Calhoun, mayor, will receive bids until June 23 for the issue of \$16,000 worth of 6 per cent. bonds to be sold by the town of Holly Springs, Miss.

Halifax county, North Carolina, has sold its issue of \$15,000 of 6 per cent. bonds to the Bank of Weldon, N. C., the amount received being \$16,087.50.

Messrs. Rudolph Kleybolt & Co. of Cincinnati, Ohio, have purchased the issue of \$100,000 in bonds of Scott county, Kentucky, paying 104.8375.

Messrs. F. M. Stafford & Co. of Chattanooga, Tenn., have purchased the issue of \$40,000 in bonds of Rocky Mount, N. C., at par. The interest is 4½ per cent.

Messrs. Denison, Prior & Co. of Cleveland, Ohio, have purchased the issue of \$85,000 in 5 per cent. bonds of Barbour county, Ala., at a price quoted as 113.261.

An election will be held by Pulaski county, Kentucky, to decide the question of issuing \$100,000 in bonds for roads. The Fiscal Court may be addressed at Somerset.

The board of aldermen of Macon, Ga., have adopted an ordinance authorizing an issue of \$18,000 in 5 per cent. bonds for improvements. The mayor may be addressed.

M. Houseman, city clerk, may be addressed relative to the issue of \$6000 worth of 6 per cent. bonds which has been placed on the market by the town of Okolona, Miss.

The mayor of Chester, S. C., writes the Manufacturers' Record that there is no truth in the report that this town has voted in favor of issuing \$10,000 in bonds for bridge purposes.

The city of Raleigh, N. C., has voted in favor of the proposed issue of \$150,000 in 5 per cent. bonds for street improvements and school purposes. The mayor will give further information.

It is understood that the bond issue recently voted by the town of McMechen, W. Va., will be offered to the highest bidder on July 2. L. P. McMechen is one of the committee in charge.

The issue of bonds of the Plum Bayou Levee Co. are still on the market. They amount to \$100,000, and bear interest at 6 per cent. T. H. Jackson may be addressed at Little Rock, Ark.

The bonds recently offered for sale by the town of Williamsport, Md., for improvements were purchased partly by local investors. Each bond amounted to \$500, and the prices ranged from 503.25 to 521, according to the time when the securities mature.

Dividends and Interest.

The Bank of Abbeville, La., at its annual meeting declared a dividend of 20 per cent. for the year.

The Henrietta Cotton Mill Co. of Henrietta, N. C., has declared a semi-annual dividend of 3 per cent.

The American Car & Foundry Co. of St. Louis, Mo., announces a dividend of 1½ per cent. on its preferred stock.

It is announced that the Commercial Bank of Augusta, Ga., has declared a semi-annual dividend of 3 per cent.

The Roane Iron Co. of Chattanooga, Tenn., has declared a dividend of 3 per cent., making a total of 4½ per cent. during the present year.

The Fidelity & Deposit Co. of Baltimore has declared a semi-annual divi-

dend of 5 per cent. and an extra dividend of 2 per cent. for the last six months.

The Canton Co. of Baltimore at its annual meeting re-elected the present officers, who are as follows: Walter B. Brooks, Jr., president; Alexander Brown, vice-president; Stuart Kearney, treasurer, and W. W. Janney, secretary. The company declared a dividend of fifty cents per share.

Financial Notes.

Mr. J. Sewell Thomas has accepted the position of secretary and treasurer of the Atlantic Trust & Deposit Co. of Baltimore.

A recent sale of 6 per cent. bonds of North Carolina was made in Baltimore at 140, which places these securities on a basis of about 3¼ per cent. This is a remarkably high price for even State securities in the South.

The State Bankers' Association of North Carolina at its annual meeting elected Joseph G. Brown of Raleigh, president; J. P. Sawyer of Asheville, G. W. Montcastle of Reidsville and W. T. Old of Elizabeth City, vice-presidents, and John M. Miller of Charlotte, secretary.

Mr. Edward S. Strobhar, who has become superintendent of the Baltimore office of the Bradstreet Company in place of Mr. Henry Kershaw, resigned, has been in the service of the company for many years and has had active duties in the territory to which the commercial interests of Baltimore naturally trend. While acting as division superintendent in Southern coast States he was instrumental in raising the standard of the company's work in South Carolina, Florida, Georgia, Mississippi and Tennessee, and is therefore particularly qualified to be of service in the administration of the company's business at Baltimore.

The Huntsville (Ala.) Chamber of Commerce has elected T. W. Pratt, president; Oscar Goldsmith, vice-president; N. F. Thompson, secretary, and H. J. Lowenthal, treasurer.

A Valuable Publication—The Pennsylvania Railroad 1899 Summer Excursion Route Book.

On June 1 the Passenger Department of the Pennsylvania Railroad Co. will publish the 1899 edition of its Summer Excursion Route Book. This work is designed to provide the public with short descriptive notes of the principal summer resorts of Eastern America, with the routes for reaching them and the rates of fare. It contains all the principal seashore and mountain resorts of the East, and over fifteen hundred different routes or combinations of routes for reaching them. The book has been compiled with the utmost care, and altogether is the most complete and comprehensive handbook of summer travel ever offered to the public.

It is bound in a handsome and striking cover in colors, and contains several maps presenting the exact routes over which tickets are sold. It is also profusely illustrated with fine half-tone cuts of scenery at the various resorts and along the lines of the Pennsylvania Railroad.

On and after June 1 it may be procured at any Pennsylvania Railroad ticket office at the nominal price of ten cents, or, upon application to the general office, Broad Street Station, by mail for twenty cents.

Summer Outings—Personally Conducted Tours via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces the following personally-conducted tours for the summer and early autumn of 1899:

To the North, including Niagara Falls, Toronto, Thousand Islands, the St. Lawrence, Montreal, Quebec, Roberval (Lake St. John), the Saguenay, Au Sable Chasm, Lakes Champlain and George, Saratoga, and a daylight ride through the Highlands of the Hudson, July 22 to August 7; rate, \$125. August 12 to 25, visiting same points as first tour except Rob-

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erval and the Saguenay; rate, \$100 for the round trip from Baltimore, and proportionate rates from other points.

To Niagara Falls, excursion tickets good to return within ten days will be sold on July 27, August 10 and 24, September 7 and 21, October 5 and 19, at rate of \$10 from Philadelphia, Baltimore and Washington. These tickets include transportation only, and will permit of stop over within limit at Buffalo, Rochester, Canandaigua and Watkins on the return trip.

Five-day tour to Gettysburg, Luray and Washington September 16. Rate, \$25 from New York, \$22 from Philadelphia. Proportionate rates from other points.

An 11-day tour to Gettysburg, Luray Caverns, Natural Bridge, Virginia Hot Springs, Richmond and Washington, October 19. Rate, \$65 from New York, \$63 from Philadelphia. Proportionate rates from other points.

For itineraries and further information apply to ticket agents, or address Geo. W. Boyd, assistant general passenger agent, Philadelphia.